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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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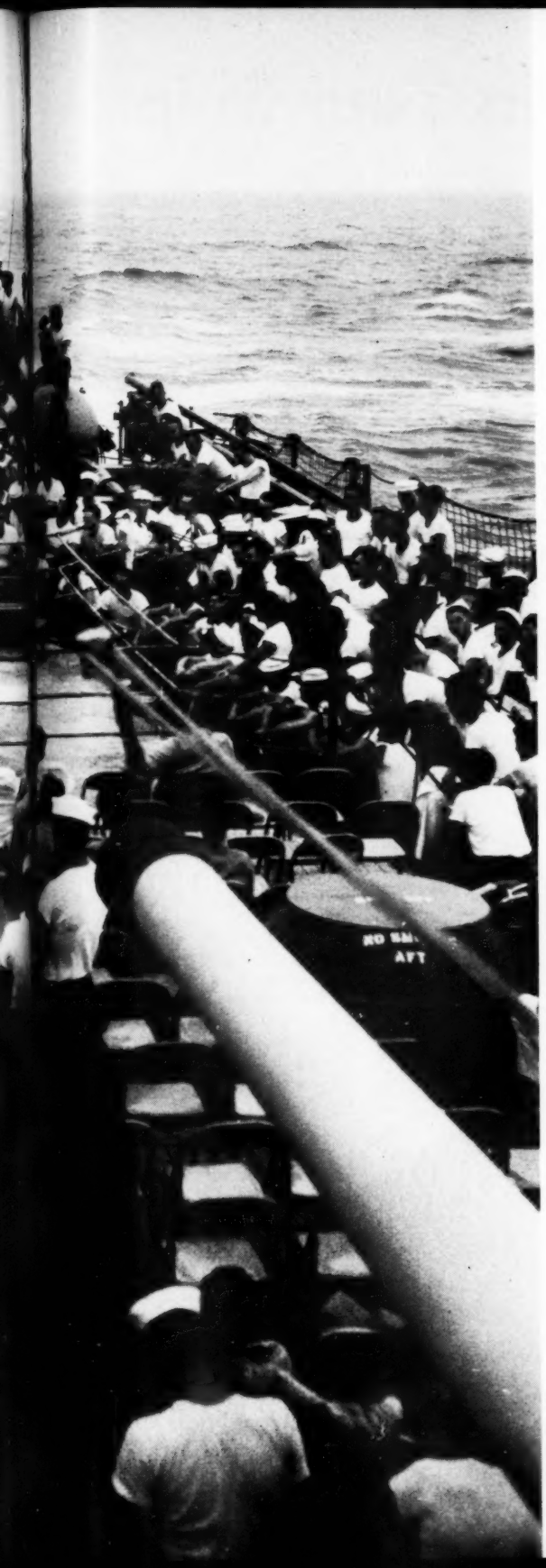

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NOVEMBER 1956 Nav-Pers-O NUMBER 478

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• **FRONT COVER: IN MANEUVERING ROOM of radar picket submarine USS *Requin* (SSR 481), N. F. Allard, EM2, USN, adjusts speed of submarine engine from port control cubicle.**

• **AT LEFT: FAN TAIL TO OLYMPICS—Cruisermen gather aft on USS *Los Angeles* (CA 135) as fighters wait at ringside. A win here could mean a start up Navy's sports ladder and a chance at future Olympic trials.**

• **CREDITS: All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated. Photo top left page 36 by Navy Times. Lower right photo on page 17 by Popular Science Monthly Magazine.**

Never Ending Battle No. 1

The Enemy in Your Ship

FIRE! FIRE! FIRE! Fourth Deck, Frame 16, Port Side, CPO Storeroom!"

The acey-deucy board goes flying, men dart from the showers and out of the library. They spring from their racks, and come from the shops, offices and every compartment throughout the ship.

"What a time for a drill, just when I was winning," mutters an unseasoned seaman as he drops the dice and stumbles over the acey-deucy board. "Drill, drill, drill, that's all the ole man ever thinks about."

"Take the lead out," comes an order from a chief down the passageway. "You don't see smoke coming out of a vent during a drill. This is the real thing, let's go!"

These reactions are typical. Whether it's a drill or the real thing, all hands swing into action the instant the fire alarm is sounded. From the boatswain's mate to the ship's yeoman, from the engineman to the gunnery officer—every man aboard ship has a role when it comes to fire fighting.

Maybe you find yourself with the task of actually fighting the fire or merely standing by at quarters in the event you're needed, or maybe it's just for drill. In any event, every man aboard—and ashore—knows it's important to follow the drill instructions on the double.

Like all seafaring men, Navymen are quick to realize the dangers of fire. Yet, despite the record of the Navy in fire fighting and fire prevention, fires are not uncommon in the sea service. In fact, they occur much too frequently. During the last year alone, Navymen had to fight on the average of more than one fire an hour, 24 hours a day, every day throughout the year.

With more than 9440 fires occurring within the naval establishment in one year, it's evident why every Navyman is required to be a fire fighter.

In a war against any enemy, knowledge of what that enemy can do and how it operates is a vital factor in determining strategy and tactics. It's the same with fire. And the sharp Navyman goes to a fire with an understanding of its make-up.

- He knows, for example, that before a fire can start there must be *heat, fuel,* and *oxygen.* All three of these elements are required and without any one of them, fire will not exist.
- He knows that if air is diluted sufficiently or if the oxygen is taken from the fuel, it will not burn. In fighting fires aboard ship, it's usually impossible, except in rare cases, to put out a fire by removing fuel from the heat and oxygen.
- It is upon this simple formula—that is, removing any one of the three elements of heat, oxygen or fuel—that all methods of fire fighting are based.

In addition to an understanding of the chemistry of fire the Navy fire fighter must have a knowledge of the equipment and agents used for extinguishing fire. He does not pick these things up over night. It's the result of hard work and training which begins as soon as he enters the Navy.

Teaching fire fighting during recruit training is not thrown in just for excitement or added work. Experience in peacetime and even more so during wartime has repeatedly proved the value of teaching the know-how of fire fighting, and it starts the day a man hits boot camp.

Even with the many changes made in the Navy during recent years, things haven't changed too much in regard to fire fighting. During recruit training today, more than 25 periods are devoted to fire fighting. It's stressed regularly thereafter throughout your naval career.

FIRE, in peace as well as war, is a potential enemy of Navymen afloat and ashore. Navy schools teach techniques of how to prevent, control and fight fire.

EVEN THIS wartime blaze aboard USS *Franklin* was brought under control by fast acting, well trained crew.

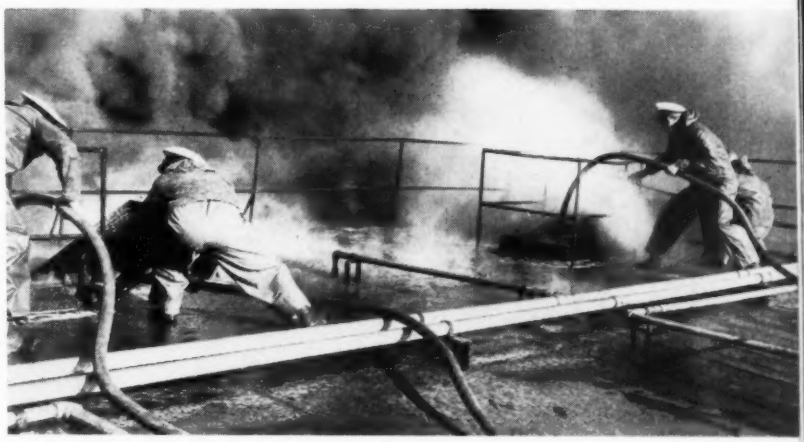
by means of continued drills and at special fire fighting schools.

The Navy maintains seven schools for teaching fire fighting in addition to those at the recruit training commands at Bainbridge, Md.; Great Lakes, Ill.; and San Diego, Calif. Five of these schools are conducted by Fleet Training Centers at Newport, R. I.; Norfolk, Va.; Charleston, S. C.; San Diego and Pearl Harbor, T. H. Each present two and five-day courses.

The other two fire fighting schools are at the Naval Schools Command, Treasure Island, San Francisco, and at the U. S. Naval Damage Control Training Center at Philadelphia. These activities conduct the same two- and five-day courses as the Fleet Training Centers, as well as a six-week course for instructors, and other specialized fire fighting training.

The six-week instructor's course is for personnel who will teach fire fighting aboard ship, at the Fleet Training Centers or the Recruit Training Commands. It also provides advance training for personnel in the Damage Controlman rating and for Reserve personnel with the emergency service rating of Fire Fighter (ESF).

At Philadelphia, a five-day course of instruction is also given on fire fighting aboard aircraft carriers. This course is for personnel attending the Class A Aviation Boatswain's Mate School. In addition, a two-day course is presented there for submariners and other fleet personnel on the use of oxygen breathing apparatus and 15-pound portable carbon dioxide extinguishers under adverse conditions.



More than 45,750 enlisted men and 2800 officers were trained during the last fiscal year at the Navy's seven fire fighting schools. This is in addition to the fire fighting training given to all new recruits at boot camp.

No matter how much fire fighting is practiced, it stands to reason that the most logical approach to combating fires is to prevent them. Fire prevention is a habit in the Navy, and in most cases, it's taken for granted. Little does the average Navyman realize that "good housekeeping" — that is, keeping gear properly stowed, and keeping working, living and recreational spaces shipshape at all times — is one of the best methods of fire prevention.

A carelessly tossed match or cigarette can cause a shipboard fire as damaging as one started by enemy action. So can the thoughtless act of turning on a switch or using an electrical tool in a compartment filled

INSTRUCTORS show how to squelch compartment fire. *Below:* Fire-fighter students turn spray on fire below.

OBSERVANCE OF safety rules to prevent fires and readiness to act quickly if fire should happen to break out are best ways to keep down the damage.

with an explosive vapor. A cleaning rag saturated with oil or grease that is left improperly stowed and in a position to generate heat can equally threaten a ship and its crew.

These are common causes which make it easy to see why every member of the crew has to be conscious of fire hazards and on the alert to starve fire to death before it gets a chance to start. Precautionary measures, however, are of value only if they are part of the daily routine and are observed around the clock.

Regardless of how many preventive measures are taken, it must be admitted also that all fires cannot be prevented. Since this is the case, it is extremely important to know just what to do when a fire occurs.

• The first man to discover a fire should NOT stop and attempt to fight the fire but should turn in the alarm *immediately*. In many cases large fires have developed and serious damage inflicted because individuals tried to put out small fires by themselves and had the fire get out of hand before turning in the alarm.

• After notifying the OOD or damage control central, the man at the scene then does whatever is possible to check or extinguish the fire until the fire party arrives. When the OOD or damage control central gets word of the fire, they take immediate steps to notify the crew. This is done by sounding the general alarm, passing the word over the ship's general announcing system and on all sound-powered phones and ringing the ship's bell.

• In announcing a fire over the ship's voice circuits, the word "fire" is repeated three times, followed by the deck, frame number, side of the ship and the number and name of the compartment in which the fire is located.

As soon as this information is announced twice, the ship's bell is rung rapidly ten times and then followed by one, two or three distinct strokes. These strokes indicate the location of the fire: one means forward; two, amidships; and three strokes is the signal that the fire is aft.

Upon hearing the alarm all hands immediately respond. Every member of the crew from the newest man aboard on up to the commanding officer has a definite role. Each one knows what he should do and where to go; what equipment is available to fight fires, where it's located and how to use it. They know these things because the safety of their ship and shipmates depend upon them, as well as how quickly they respond to the alarm.

Fire parties aboard ship are organized into three sections. The section on watch remains at its post, the one just relieved goes to the fire, and the oncoming watch falls in at quarters as the stand-by section.

Upon arrival, the executive officer takes charge and directs the fire fighting operations. The OOD stands by the bridge or quarterdeck, while the gunnery officer stations his men by ready-boxes or magazines in the event it's necessary to move any explosives from the vicinity of the fire.

In responding to the alarm, the Navy fire fighter does not rush to the fire and expect to extinguish it according to any blueprint or formula. Fires are unpredictable and no two burn alike. Therefore, as the fire unfolds its inevitable surprises, the fire fighter may be required to make a number of split-second decisions and change his methods of extinguishing the fire.

Before the fire fighter goes into action he must know where the fire is located, what is the extent of the fire, that is, what are its effects on the surrounding areas, and what is burning.

Information on the location of the fire is always given when the alarm is first sounded. In determining the extent of the fire and deciding upon what conditions will be produced by the fire, the fire fighter must take into consideration the whole situation. He must determine what's in the compartments on each side, above and below the fire, what vents go into that area, and what electrical and fuel lines are in the vicinity of the fire. Realizing all these things, the fire fighter may be

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DRILLS AND PRACTICE produce good fire fighters, saving ships and lives. *Below:* Gas job calls for readiness.

faced with extiguishing two or three fires instead of one, and each may be of a different type.

Information as to what is burning can usually be determined by the compartment in which the fire is located. All compartments and doors are marked with identifying letters to indicate what they contain and what the space is used for. These letters are the same on all ships and are always painted outside each compartment or door.

The Navy classifies the different types of fires according to what is burning. The different types of fires are divided into groups called classes. These groups, and the methods of fire fighting, are:

- **Class A**—The distinctive feature of this type fire is that the embers or ashes remain after burning. The burning of bedding, clothing, wood, canvas, rope, paper and other types of combustible materials which leave ashes or embers make up Class A fires. To extinguish this type fire, the ashes and embers must be cooled below the point of ignition.
- **Class B**—The burning of oil, grease, paint, turpentine and other inflammable liquids constitutes Class B fires. These fires leave no ashes or embers and consist of burning vapor on the surface of the liquid. Class B fires are extinguished by smothering.
- **Class C**—This class is limited to electrical fires. Extreme caution must be taken when extinguishing Class C fires. It is essential to de-energize the circuits before you start to fight them and the use of "non-conducting" extinguishing agents is of great importance.

Each class of fire must be combated in a different manner. Water, a cooling agent, is best suited for putting out a paper or wood fire, but will ruin electrical equipment and cause short circuits. If used on oil or gasoline fires, water will spread the fire.

Class A fires are best extinguished by cooling, Class B by cooling and smothering and Class C by smothering. The agents used for cooling and smothering include plain water, or water in the form of fog and steam; foam, and carbon dioxide (CO_2).

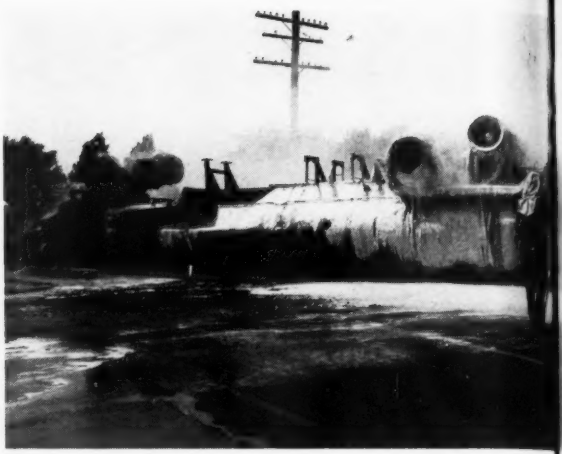
The Navy maintains many types of appliances or different kinds of equipment for applying cooling and smothering agents to fires. Some of these appliances are built in the ship during its original construction, while others are portable. Standard fire fighting gear includes the following:

Fire Main Systems are built in naval vessels and through a system of piping provide water pumped from the sea to fire plugs and sprinkler systems throughout the ship.

Fire Plugs are located at strategic points along the fire main system. On large ships they are positioned so that at any point aboard can be reached by 100 feet of hose from two or more fire plugs. On smaller ships they are located so any point can be reached by 50-foot lengths of hose.

Fire Hose is in effect an extension of the fire main system. Standard Navy fire hose is double-jacketed—cotton, and rubber-lined. It is either 1½, 2½ or 3½ inches in diameter and comes in 50-foot sections called "lengths."

All-Purpose Fire Nozzles can produce either fog or a solid stream of water. Fog comes through the lower of two openings, while a solid stream shoots out above the fog outlet. It is controlled by a three-way lever for shutting off the water, administering fog and a solid stream of water. Attachments can be installed to produce high- or low-velocity fog.



ON LAND AND SEA Navymen put fire-fighting skill to work for others, such as stricken tanker and wrecked truck.

Sprinkler Systems are installed in magazines, turrets, handling rooms, and other spaces where flammables are stowed, and in hangar areas aboard aircraft carriers. These sprinkler systems operate from the fire main and are non-automatic. They are controlled by valves which must be turned on by hand.

Fixed Fog-Spray Systems are built in such ships as oilers, tankers, transports and aircraft carriers where there is danger from gasoline fires. They are built in the overhead and have fixed piping fitted with fog heads. They are not automatic and must be connected with any 2½-inch hose or fire plug.

Foam is produced by a liquid foam-making solution which is introduced into the water stream. The solution can be introduced at the nozzle, at the suction side of a handy billy pump, or at any point in the hose layout or fire main system. The foam blanket produced has wide coverage and spreading ability.

CO_2 Extinguishers are steel cylinders containing carbon dioxide under high pressure. Some of these cylinders are single, portable cylinders, with a short hose and horn-shaped outlet. Others are installed, usually in batteries of two or more, and are fitted with either a length of reeled hose and horn outlet or fixed piping.

When carbon dioxide is released from the cylinder, it expands rapidly to many times its stored volume. In consequence of this rapid expansion, it is reduced to a temperature of 110° below zero (F.). The liquid vaporizes and forms carbon-dioxide gas, while some of it forms snow. However, even with its low expanding temperature, the cooling effects of CO_2 are very slight. Carbon dioxide is utilized primarily to smother fire. It is an excellent smothering agent because it does not support combustion. If applied promptly, carbon dioxide is effective on burning oil and other Class B fires. It is the most effective agent for fighting electrical fires as it is a non-conductor of electricity and will not damage sensitive electrical equipment.

Handy Billy and P-500 Pumps are portable, complete with gasoline engine, fuel tank and other accessories. They are primarily intended for emergency use in the event the fire main ruptures or loses its pressure. They are quite often used for such other jobs as removing water from flooded compartments or bilges.

Protective Equipment. To protect personnel while fighting fires, the Navy has multi-purpose oxygen breathing apparatus, air-line hose masks, life lines and asbestos suits. The Navy is in the process of replacing the asbestos suits with a new fiber-glass rescue suit which has much greater resistance to heat. Asbestos will not burn, but it does conduct heat. Thus the suits offer the wearer protection against flame for only short periods.

The effective use of this equipment, coupled with an understanding of the chemistry of fire and the extinguishing agents available, has repeatedly saved many ships and their crews. Among the most notable and heroic efforts in the Navy's battle against fire was aboard the aircraft carrier USS *Franklin* (CVS 13) in the closing days of World War II; aboard the USS *Boxer* (CVS 21) during the summer of '52 while operating off the coast of Korea; and the most recent, when fire and explosion rocked the USS *Bennington* (CVA 20) during operations off Newport, R. I.

In each case, the fires aboard these aircraft carriers broke out unexpectedly from catapult, gas tank or bomb explosions. No sooner had the fires started when fire fighters were in action. In each of these disasters, the fire fighters faced roaring flames, acrid smoke and danger of exploding ammunition to save their ships and shipmates.

The fires aboard *Franklin*, *Boxer* and *Bennington* are concrete examples of fire fighting knowledge and know-how paying off. These, and lesser incidents happening throughout the Navy every day, place additional emphasis on why every Navyman must be a fire fighter.

Fire is considered to be one of the Navy's worst enemies. No one wins in the fight against fire. It may be fought efficiently with damage held to a minimum but *any* fire means destruction and loss of property, time lost, routine interrupted and, on occasion, lives lost.

There's no peace or armistice in the Navy's fight against fire. It's a continuing struggle in which every Navyman, at sometime or other, may play an important role.

—H. George Baker, JO1, USN.

HOSPITAL CORPSMEN at Disease Vector Control Center NAS Jacksonville, study insects (left) and make tests.

PMU One Plays Big Role in Navy Battle against Disease

THERE WAS NO CAKE for Preventive Medicine Unit No. 1, located at NAS Jacksonville, Fla., when it recently celebrated its eighth birthday anniversary as a permanently established unit. It was too busy for such folderol.

PMU One is the Navy's only Disease Vector Control Center, serving an area which includes operative forces of the Navy afloat and ashore, Eastern Sea Frontier, in addition to its Sixth Naval District and Caribbean Sea Frontier responsibilities.

Back in July 1949, when the unit was commissioned as Malaria and Mosquito Control Unit No. 1, it consisted of a staff of three enlisted men and an officer-in-charge. At that time it pioneered in the development of "automatic aircraft disinfestation," and ultimately succeeded in seeing aerial disinfection equipment, devised in its own laboratory, installed in overseas aircraft and in hospital planes evacuating the wounded from Korea.

"MalMos No. 1," as it was known, also was a research center where many of the then new insecticides were first tested and tried. And it was a training center for Reserve entomologists, doctors and Public Works personnel of all military forces, who came here for refresher courses from all parts of the country.

In 1952 MalMos No. 1 was redesignated Preventive Medicine Unit No. 1, thus becoming identified with six similarly designated units supported by the Navy, although it still maintained its original mission. That year it developed a multi-purpose insecticide-dispersing machine, known as "MIDA," by converting smoke generators installed during the war on the fantails of destroyers. A second converted machine is used today for both soil poisoning and surface treatment in termite control.

The operations section of the unit has chalked up its own record of service. During the Kansas City flood of 1951, personnel of the unit were sent to assist in insect and rodent control as hundreds of animals drowned in the stockyards.

On call around the clock, the operations section is still called upon to conduct field inspections, surveys, and investigations. When Putnam County, Florida, became infested with mosquitoes, for instance, the unit was requested to send planes and men into the area for aerial spraying to help relieve the situation.

In the "powder room" of the Center's field laboratory are stored thousands of dollars worth of equipment and poisonous powders, or dusts.

The Center's training mission has resulted in the instruction of Reservists of all military services, in addition to the innumerable active duty personnel attending the annual two weeks' conferences held there.

'POWDER ROOM' at DVC Center Field Lab holds poisonous dusts kept on hand for control of disease-bearing insects and rodents at NAS Jacksonville.

Never Ending Battle No. 2

Enemy Around Your Ship

JUST ABOUT EVERYONE in the Navy has had a tour of duty with a chipping hammer and paint brush. At the time, you may have thought that the entire job was quite unnecessary and was only for the purpose of keeping you busy.

Far from it, sailor. You're doing a job that is of the utmost importance in the Navy's battle against corrosion. This battle has been going on for scores of years and despite our advances in nuclear weapons and jet aircraft, the victory over rust is not in sight.

The Navy is well ahead in the battle against corrosion but cannot let up in its efforts to stay ahead. The man directly involved in this effort is the person wielding the scraper, chipping hammer and paint brush. Once started, rust will spread unless checked immediately. Thus it is much easier to prevent the formation of rust than to stop it from spreading.

The battle against rust is not confined to the Navy, It is world-wide. In the United States alone, the cost from corrosion in one year is over six billion dollars.

The Navy, along with industry, is spending hundreds of thousands of dollars and millions of man hours, in its fight against corrosion. New type paints are being developed; new types of metal are being tested and produced; and new methods of preservation and maintenance are being applied.

Just what is rust? How does rust come about? Basically, rust is iron oxide. That's what you find when you analyze it. When you analyze natural iron ore, you find that it too, is iron oxide. In rusting, iron has reverted to its original state.

The Oxidizing Twins Fire and Rust Are Powerful Destroyers

The basic cause of corrosion is the instability of metals in their refined forms. Because of this, the metals tend to revert to their natural states through the process of corrosion.

Corrosion attacks different metals in various ways. The attack may be by general tarnishing or rusting with occasional pits in especially affected spots. It may develop near the junction of two different metals. Or the metal may have highly localized attack by pitting. Again, the strength of the metal may be destroyed by cracking induced by corrosion. Undoubtedly you have seen some or all of these types of corrosion.

The battle against rust is not new, by any means. Early in the 1800's, Michael Faraday studied the alloying of iron and contributed much to the basic knowledge of electro-chemistry. The famous English scientist, Sir Humphrey Davy, began the use of zinc to control corrosion in ships' hulls back in 1824. Dr. Willis Rodney Whitney, in 1903, concluded from his experiments that: "The whole subject of corrosion of iron is an electro-chemical process and the rate of corrosion is simply a function of electromotive force and resistance of circuit."

In simple words, this means that metals combine with the elements in which they are put to form an electrical circuit, and as a result, some of the weaker elements will corrode—oxidize, burn, or however you want to put it.

There are a number of ways to prevent corrosion. Naturally the ideal method would be to obtain a metal that is non-corrosive. Some of these metals are available, but they are: (1) too expensive (2) not available in quantity (3) not strong enough (4) create too many additional problems to be worth it.

Platinum or gold will not corrode. But have you ever heard of a platinum or gold ship?

How about wood? True, wood doesn't rust but it presents hundreds of other maintenance and upkeep problems. Can you imagine having to caulk a ship the size of the 1039-foot USS *Forrestal*, if such a ship could be built?

One method used to protect against rust is to use an alloy of some type which is highly rust resistant. One of these alloys is made by mixing chromium with iron or steel. Chromium is known for its resistance to corrosion.

As little as 10 per cent of chromium mixed with iron or steel protects these from corrosion. This combination produces the famous "stainless or rustless" alloys. Thousands of articles are made from these alloys, from kitchen knives, surgeons' instruments and automobile radiators to watch cases. Take a look around your ship; you'll find many items

SALT WATER, whether descending by the ton as in photo below or merely condensing from airborne vapors, provides excellent conditions for rust.

that are made from these alloys.

Here again, it is quite impractical, for numerous reasons, to have a ship with a chromed hull. Some ships, however, do have rust preventives built into the metal that goes into the hull. This is particularly true of light-hulled ships such as destroyers, where the metal used for bilges is galvanized.

Even when galvanized, the surfaces are painted with underwater anticorrosive, red lead or zinc chromate primer in addition to the usual topcoats on surfaces exposed to sea water or weather.

Actually, the use of rust inhibiting paints is one of the big guns in the battle against corrosion. However, not all paints can be used in every situation. For example, the anticorrosive hull paints cannot be used to paint the inside surfaces of a gasoline tank.

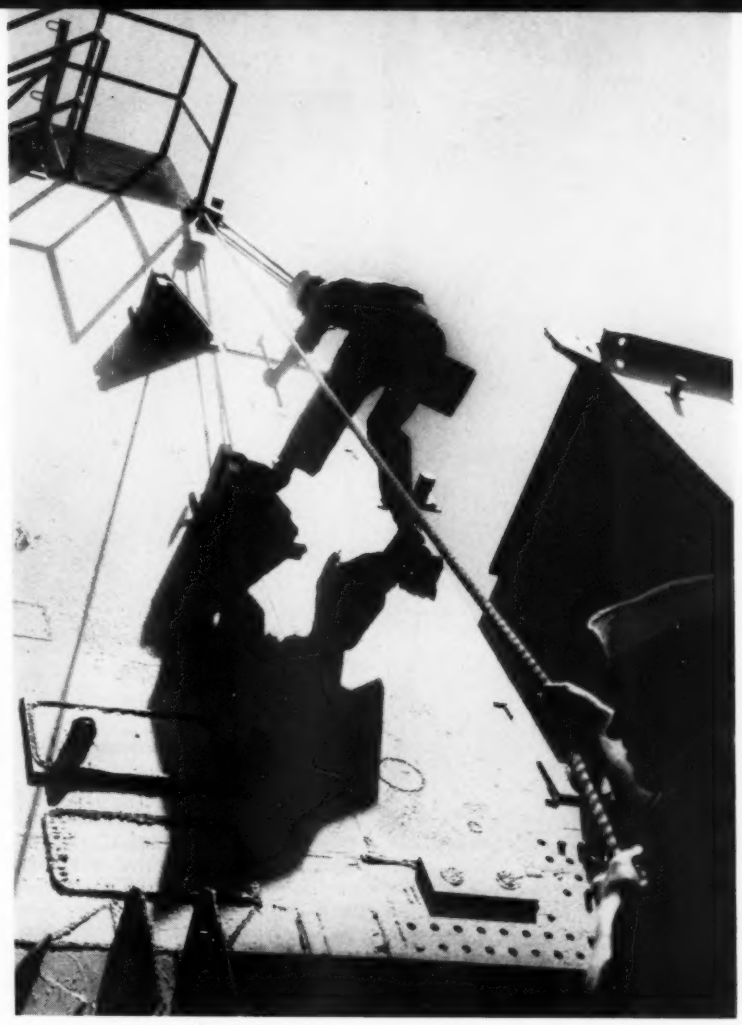
In order to evaulate the suitability of new protective coatings and other methods of corrosion prevention, the Navy supports several laboratories engaged in this type of work. In addition to the coating properties themselves, such problems as methods of surface preparation and application are also being studied.

Some paints available would be ideal but, for application, the surface must be prepared so thoroughly as to make the process economically unsound. Other types of paint would be ideal too, except that the solvent ingredients are too volatile and flammable and safety prohibits their general use.

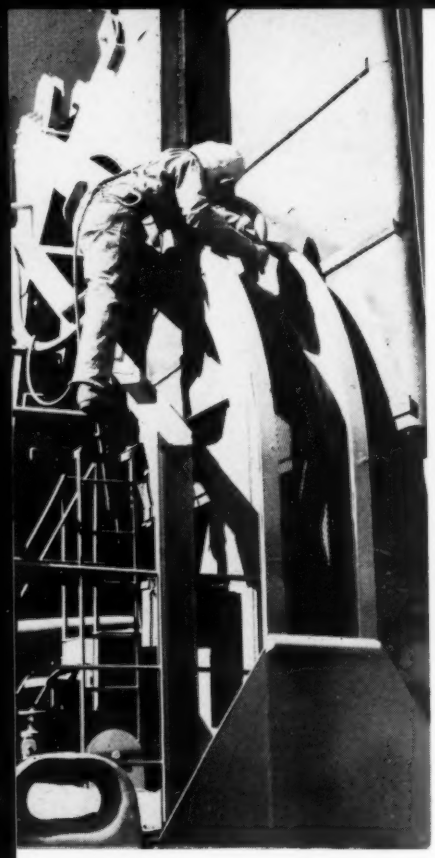
As one of the Bureau of Ship's corrosion engineers puts it: "The choice of whatever method used to prevent corrosion is, in effect, a compromise between what you're trying to protect, how you're trying to protect it, and the cost versus the amount of protection received.

"I can remember a few years back," continued the BuShip's expert, "when they would actually take rust from the tanks of a gasoline tanker by the bucketsful. At that time, the cost of corrosion in one gasoline tanker alone averaged $200,000 a year. Today, with new processes and special paints, this cost has been reduced drastically."

Another method of rust prevention used by the Navy is known as "cathodic protection." Here's a somewhat technical explanation of a process which is designed to divert the rust to spots on ships where it will cause least damage.



CHIPPING HAMMER and paint are still counted among the leading weapons against corrosion although research is being conducted for new methods.



THE SILENT invader is checked by whitehats chipping off old paint: *Left:* Sand blasting clears the way for protective paints while mothballing ship.

To begin with, the basic nature of corrosion is almost always the same—a flow of electricity between certain areas of a metal surface through a solution capable of conducting an electrical current.

This electrochemical action, according to the experts, causes destructive alteration or eating away of a metal at areas which are called anodes, where the electrical current leaves the metal and enters the solution. This solution may be either salt water or the moisture in the atmosphere.

In any electrical circuit, the experts continue, you must have both positive and negative electrodes, On the hull of a ship, these electrodes may consist of two different kinds of metal, or they may be different areas on the same piece of metal.

When the electrons (negatively electrified particles) leave the positive or anodic side of the circuit, and travel to the negative or cathodic side, oxidation and corrosion of the metal occurs *at the anode*. The result is—rust. Except for extreme cases, any given metal may be an anode or cathode depending upon its position on the "galvanic series" of metals and alloys. If you obtain a metal high on the list, it will act as an anode to any other metal below it.

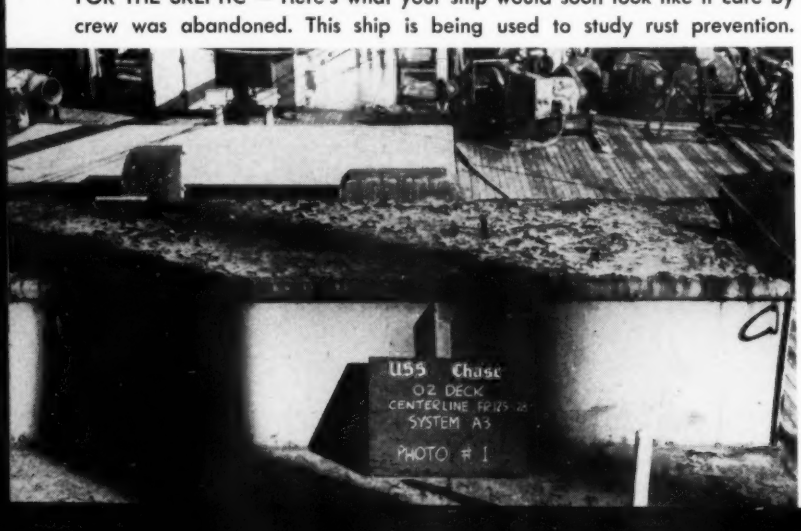
Cathodic protection is the process of making the metal that is to be protected electrically negative (or cathodic). This can be accomplished by means of an "impressed current," using a carbon electrode as an anode or by coupling a metal high on the scale to act as an anode for the metal on the ship which requires protection. The Navy uses these types of protection on many Reserve Fleet ships and on some active ships.

The so-called sacrificial anodes that the Navy uses to take the punishment of rust are usually made of magnesium, which is No. 1 on the galvanic series list. The anodes are attached to various spots on the hull and give the hull a certain amount of galvanic protection. What it all boils down to is this: *Instead of the hull of the ship corroding, the good old "sacrificial" magnesium anode serves as the victim and corrodes or burns away.*

The magnesium anodes used by the Navy vary in size from 7x7x16 inches (55 pounds) to 7x7x36 inches (100 pounds). These anodes are reduced to about one half their weight and size by the corrosive action within one year.

Ships in the Reserve Fleets present additional corrosion problems

FOR THE SKEPTIC — Here's what your ship would soon look like if care by crew was abandoned. This ship is being used to study rust prevention.



BEST WAY to stop the fast-spreading rust is to prevent its start by sealing metal from atmosphere with paint.

on metal surfaces within the ship. Before present methods were initiated, the interiors of these ships were given the usual preservation measures (which consisted mostly of a heavy coating of red lead with little or no preparation of the surface) coupled with the use of sacks of calcium chloride as a drying agent and periodic airing of the ships.

These measures proved inadequate to prevent the ravages caused by time and moisture. Often the metallic pans into which the calcium chloride dripped as it absorbed moisture and became brine would overflow and thereby aggravate corrosion.

However, these preservative measures did save about 200 overage destroyers, including the 50 transferred to Great Britain during the early days of World War II. Although they could stand improvement the preservation methods of that time had served to good purpose.

It was later found that the most economical method of preserving delicate machinery was to coat the ferrous, machined surfaces with a thin film of rust preventive compound.

As for the moisture in the interior, Captain H. Gordon Donald, USN (Ret.), came up with an answer. He had heard of the existence of a machine that was used to dehumidify the air in the holds of cargo ships to prevent perishable goods from spoiling.

Could this machine be used to maintain a relatively low humidity of about 25-30 per cent in mothballed ships? The answer was yes. Experiments proved very successful and this type machine is in use today.

In addition to this dynamic dehumidification system which circulates dry air throughout the interior of the ship and absorbs excessive moisture until the relative humidity drops to 25 or 30 per cent, static dehumidification is installed in the form of material containing a drying absorbent, such as silica-gel.

The exterior of the ship in reserve presents a more formidable problem for the rust battlers and only by constant chipping and painting is corrosion prevented. To aid in solving this problem, practically all topside equipment which could be detached and moved through the doors and hatches has been removed from topside and stored in the dehumidified space of the ship.

But the big battle against rust in both the Reserve Fleet and active Navy is waged by the man with the chipping hammer and paint brush. Better paints are being developed, better rust resisting metals are being compounded, but all corrosion engineers are in agreement that the end of the battle is not in sight.

Like the tireless sea, the forces that cause corrosion are at work 24 hours a day, every day of the year. You've seen productive machines, automobiles, and ships that were once the pride of the ocean, turned into piles of rusty junk.

Next time you're handed a paint brush or chipping hammer, or if you see a man working with one of these tools, bear in mind he's fighting one of the greatest battles faced by the Navy.

—Rudy C. Garcia, JOC, USN

NAVY HAS a big battle fighting corrosion in Reserve Fleet. Hoods help keep moisture from attacking mounts.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **EVALUATION WORK SHEET**— Commanding officers are reminded that the new system of enlisted performance evaluation (established as of 1 Jul 1956) requires careful preparation and review of the evaluation work sheet, and that all hands preparing work sheets must be thoroughly familiar with the workings of the program as set forth in BuPers Inst. 1616.4.

The need for careful preparation of the work sheet is emphasized by the fact that, beginning in August 1957, the results of such performance evaluations will be incorporated in advancement multiples, thereby affording each individual increased opportunity to advance his career through his actual performance of duty.

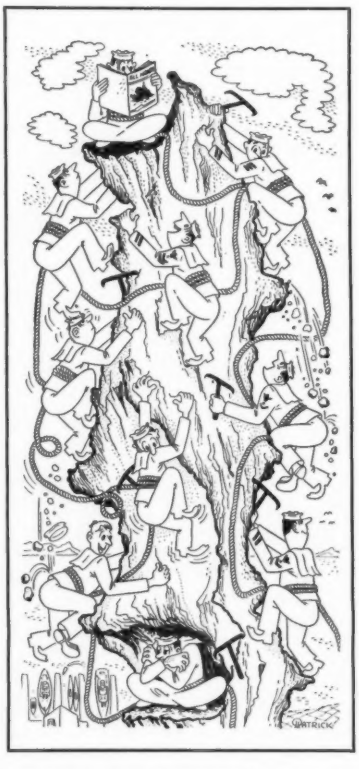
Evaluating and recording the over-all performance of enlisted personnel in accordance with BuPers Inst. 1616.4 is based on direct appraisal of each man by his immediate superior and review of such evaluation by the commanding officer. This method of evaluation is designed to: (1) emphasize individual performance of duty; (2) provide positive means of giving recognition for above-average and superior performance; and (3) grant proper recognition to the practical sailor of proven reliance and ability.

• **SOCIAL SECURITY CARDS** — Social Security Account Number Cards are required for all naval personnel, effective 1 Jan 1957, as a result of the Servicemen's and Veterans' Survivor Benefits Act which was passed by the 84th Congress and provides Social Security coverage for members of the armed forces.

All naval commands have been forwarded a supply of application forms for obtaining the cards and copies of BuPers Inst. 1741.8, which sets forth the procedure for obtaining and recording account number cards for personnel in the following categories: 1) Members currently on active duty, regardless of their expiration of enlistment or RAD date; 2) Midshipmen enrolled at the Naval Academy; 3) Members of other branches of the armed forces currently serving with the Navy; and 4) Members of the Coast Guard, Coast and Geodetic Survey, or Public Health Service who may be present at Naval activities.

Procedures for obtaining account number cards for prospective Navymen and for members not currently on active duty will be promulgated by separate instructions.

Social Security Form SS-5 (Application for Social Security Account Number) must be completed by each member who has never had a Social Security card or whose card has been lost or destroyed (*with the one exception noted below*). Navymen who already have a Social Security number and card but who do not have the card in their possession should obtain the card as soon as possible from whatever place it has been left for safekeeping.



In the exception to the above, personnel requesting a replacement for a lost card should use Form OAAN-7003 (Request for Change in Social Security Records) IF there has been a change in name due to marriage, divorce, court order, former use of a pseudonym, etc., since the original card was issued.

Form OAAN-7003 also should be used to correct or change information previously furnished the Social Security Administration.

• **ENLISTED RATING CHANGES** — Latest modifications in the enlisted rating structure will affect active duty personnel in ***Quartermaster***, ***Aviation Electronics Technician***, and ***Aviation Fire Control Technician*** ratings. Qualifications for advancement in these ratings will be announced in the near future.

Present assignment, past experience and qualifications as well as the command's revised allowance will determine whether Regular Navy Quartermasters will remain in the Quartermaster rating or switch to ***Signalman*** in an equal pay grade.

Active duty Reserve and Fleet Reserve Quartermasters holding the emergency service rating of Quartermaster will be changed to emergency service rating of Quartermaster (QM). If the active duty Reserve or Fleet Reserve Quartermaster is holding the emergency service rating of Quartermaster (S) (Signalman), his rating will be changed to the emergency service rating of Signalman (SM).

The changes in rating in the Quartermaster-Signalman are scheduled to be completed by 1 Mar 1957. Personnel competing in the November 1956 examination for advancement to QM3 will be the last to be examined on the basis of the old (combined) QM qualifications. As a result of the November examinations, personnel may be advanced to QM3. Personnel advanced to QM3 as a result of this examination may be changed to Signalman or be retained as Quartermasters on

LET'S get to the point! — Remember that nine other Navymen have to read this issue! — PASS THIS COPY ON!

or after the effective date of advancement.

Specific procedures for changing ***Telemen*** to *Radiomen* or *Yeomen* will be set forth at a later date; however, a gradual transition of approximately five years is anticipated. This period will allow Telemen to advance in pay grade while becoming qualified for the change in rating. Generally, Telemen who are performing communication type duties will eventually become Radiomen, and those Telemen assigned mailman duties will become Yeomen. The capabilities, experience, and desires of the individual will be given thorough attention but the needs of the service will be given primary consideration in making final determination of the rating to which an individual will be changed.

Reservists and Fleet Reservists on active duty in the ***Aviation Fire Control Technician*** (AQ) ratings will be changed to Aviation Fire Control Technician, Bomb Director (AQB) or to Aviation Fire Control Technician, Aircraft Armament Control Systems (AQF) emergency service ratings, while ***Aviation Electronics Technicians*** (AT) will be changed to Aviation Electronics Technician, Communication and Navigation Equipment (ATN), Aviation Electronics Technician, Radar (ATR), or to Aviation Electronics Technician ASW (ATS), as appropriate.

Background information on the rating changes is contained in BuPers Notice 1440 of 10 Sep 1956.

• **VOLUNTEERS FOR SUBMARINE SCHOOL**—Volunteers for initial submarine training are particularly desired from first, second and third class petty officers and identified strikers in the following ratings:

QM, GM, FT, RM, RD, SO, GS, EN, TM, ET, EM, IC, YN, CS and SD.

There is also a continuing need for Hospital Corps men in pay grades E-5, E-6 and E-7, as well as SN, SA, FN, FA, TN and TA.

At present there is no waiting list for any of the above listed ratings except FT.

Personnel in the Guided Missileman rating are especially encouraged to request initial submarine training which will lead to duty in guided missile submarines (SSG) and the possibility of assignment to nuclear powered guided missile submarines in the future.

Requests from exceptionally qualified MMs in pay grade E-4, E-5, E-6 and qualified strikers are currently being accepted in view of the requirements of the Nuclear Powered Submarine Training Program. MMs selected for initial submarine training must also meet the requirements and volunteer for the Nuclear Powered Submarine Training Program, as set forth in BuPers Inst. 1306.53A. However, four years' obligated service is not required for the initial submarine training.

It must be emphasized that personnel of the MM rating who are accepted for initial submarine training are not assured of being selected for the nuclear program.

Applicants ordered to initial submarine training are ordered to New London for an eight-week course.

Enlisted personnel may submit requests for initial submarine training at any time. There is no limit on how long an individual must be aboard his ship or station before requesting submarine training.

BuPers Inst 1540.2 B gives complete details regarding qualifications and assignment.

• **POST SERVICE NSLI** — If you're due for separation from the Navy before 30 Dec 1956, and want to apply for National Service Life Insurance on the post-service Five Year Nonconvertible Term Plan, you haven't much time left.

Formerly, veterans were allowed to take out up to $10,000 worth of this insurance (minus any NSLI or USGLI in force) anytime within 120 days after separation. Now, however, since new insurance laws will be going into effect 1 Jan 1957, under the Servicemen's and Veteran's Survivor Benefits Act (Public Law 881, 84th Congress), the Veterans Administration will no longer accept applications for the five-year term post-service coverage after 31 Dec of this year.

Applications from personnel concerned (which may not be dated earlier than date of separation) should be made out on VA Form 9-4356 and must be accompanied by a check or money order made out to the VA for the proper premium. If sent direct to the VA they must be postmarked by 31 Dec 1956, or if submitted to a designated insurance officer of the Navy or Marine Corps, they must be delivered to him by that date.

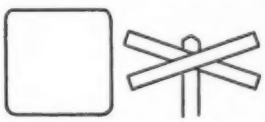
Details may be found in Alnav 42, containing advance information on BuPers Inst. 1741.3B.

QUIZ AWEIGH

When someone mentions "Rules of the Road" to a Navymen, he immediately thinks of the rules which govern ship movements on the high seas. After checking Navy statistics on the number of Navymen who die on the highways because they didn't know or obey the land "rules of the road," it might be good if you reviewed or were introduced to these signs. Want some statistics? Last year, over 400 Navymen lost their lives because of traffic accidents.

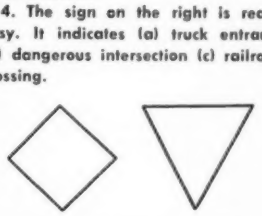
1. The octagonal sign on the left should be immediately recognized by you as meaning (a) proceed with caution (b) stop (c) reduce speed.

2. The round sign on the right will tell you that you're about to (a) enter a gravel road (b) cross over a bridge (c) cross over a railroad track.



3. All these illustrated "signs of life" have good information. The one on the left above will contain (a) traffic regulation and information (b) distance to next tavern (c) commercial advertisement.

4. The sign on the right is really easy. It indicates (a) truck entrance (b) dangerous intersection (c) railroad crossing.



5. Now this diamond-shape sign on the left should interest you. If it doesn't, you might wish it had. This sign always indicates (a) resume speed (b) caution, slow down (c) pass left only.

6. The result of not heeding the information on the sign at the right has been the cause of many a sailor's reaching the sick or casualty list. It means (a) car reaching intersection first has right of way (b) yield right of way (c) you have the right of way at all times.

You'll find the answers to this month's quiz on page 56.

The Saga of a Little Squir

EXCEPT TO THE knowledgeable old-timers, "storm oil" may sound like a recruit item—to be placed in the same category as bunk stretchers, striped paint, sky hooks, steam buckets and left-handed monkey wrenches. Not so. Oil has been used to calm stormy seas for thousands of years and at times is still used for that purpose.

At the time of the collision between the *Stockholm* and *Andrea Doria*, for example, oil was used to quiet the rough waters around the sinking Italian liner during rescue operations. And, as far back as the ancient Romans, sailors have known of the effects of storm oil.

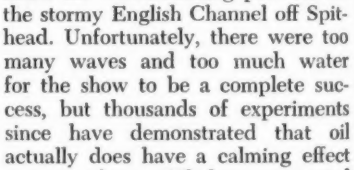
Pliny the Elder, Roman naturalist and historian, wrote in the first century, A.D. that "oil calms troubled waters as soft speech soothes ruffled feelings."

The Venerable Bede, English monk and historian, also refers to storm oil in his *Ecclesiastical History*, written around 735 A. D. He tells of a young priest who was sent to a foreign country to act as escort for the bride of the King of Britain. When the priest was blessed by St. Aidan before the voyage, St. Aidan gave the priest a container of oil and told him to pour it on the waves if they began to get rough. They did, he did and the waves were calmed.

When Benjamin Franklin first read Pliny's writings on the subject, he took them pretty lightly, but the great American statesman, scientist and philosopher was not the kind of man to discard an idea without making sure it was wrong. So, in 1757 while sailing to England in a company of ships, Franklin asked the captain why the wakes of two of the ships were smoother than the others. The captain explained that it was probably because the cooks of the two ships had been pouring greasy water overboard. On his way back to America in 1762 Franklin also observed that the water in his hanging lamp was smoothed by oil and heard further accounts of the use of storm oil by divers and fishermen.

Back in England again in 1772, Franklin employed the principle of storm oil in a "practical joke" that will probably never replace the hot-foot. While strolling with friends, he pointed out a pond ruffled by the wind and told his companions that he could quiet its waters. He then walked over to the pond, waved his cane over it and uttered a few "magic" phrases. In a moment the choppy water subsided. Later, he revealed that it was done with oil, sprinkled from the hollow top section of his cane.

The following year Franklin journeyed to Portsmouth with a group of scientists and explorers to demonstrate his water-calming prowess on the stormy English Channel off Spithead. Unfortunately, there were too many waves and too much water for the show to be a complete success, but thousands of experiments since have demonstrated that oil actually does have a calming effect on a rough sea. Whaling men noted this especially when they were cutting up carcasses in stormy weather.



In about 1885 the Hydrographic Office asked all masters of merchant vessels to send in their views on the use of oil at sea. The experiences of these men indicated that a film of oil, spread over storm seas, prevents waves from breaking and holds back the development of small waves, thus leaving only the underlying swell in previously rough waters.

Of Storm Oil

With the appearance of more modern ships, storm oil lost much of its importance, but even today power-driven U. S. merchant ships of more than 200 gross tons are required to carry 30 gallons of it and those of 5000 tons or more must carry at least 100 gallons. The Navy no longer uses storm oil, as such, although diesel oil has been used at times for the same purpose. The most effective storm oils are turpentine and sperm, linseed, cottonseed

and olive oils. Soapy water is also good.

According to Knight's *Modern Seamanship*, storm oil "is particularly valuable when running with the sea abeam or before the sea, when launching or hoisting small boats in rough weather, for the passage of a bar or reef when the seas are breaking upon it, and finally for landing on a beach when the surf

is breaking well out and more than once. . . . The intelligent use of oil may be the difference between small and great damage to the ship and its boats at sea and the successful or unsuccessful landing on shore."

Knight's also says that in rescuing the crew of a wreck at sea, oil should be used freely in the area and rescue boats should be equipped with two small oil bags and a small tin of storm oil.

Since storm oil spreads out to a thickness of less than one 25-millionth of an inch, it takes very little of it to cover a considerable area. Just one pint will spread out over a whole acre of water surface. It may be distributed by pouring it over the side in small quantities from time to time; allowing it to drip over the side from punctured canvas bags which have been filled with oil-soaked oakum waste, kapok or cotton; or letting it drip from oil soaked oakum in the head scuppers.

Storm oil is also called sea-quelling, wave or wave-quelling oil, but no matter what you call it, the fact is that oil still calms troubled waters just as well in the 20th century as it did way back in Pliny's time.

—Jerry Wolff

Smooth Solution to a Slick Problem – Sink or Skim

Oil may be fine on a rough sea, but when it covers the waterfront of a shipyard, base or fueling station, it's a real fire hazard.

Although the Navy has sought for years to find cheap and effective means for removing dangerous oil slicks, these efforts have usually met with little success. Now, however, two very promising methods have been developed at the Norfolk Naval Shipyard, Portsmouth, Va. In one, oil is removed from the water's surface by a box-shaped barge called "The Norfolk Skimmer." In the other, ordinary sea sand or used foundry core sand is specially treated and spread on the slick so that it absorbs the oil and sinks with it to the bottom.

The skimmer is 25 feet long, 12 feet wide and slightly more than eight feet deep. At one end it has a more or less triangular sump that looks like a kitchen sink complete with drainpipe. The outboard edge of the "sink" is formed by a seven-inch dam, topped by a trash screen, and the "drainpipe" is connected to a centrifugal pump capable of handling up to 65,000 gallons an hour.

In action the dam is adjusted so that its top is just barely below water level, thus allowing a thin sheet of surface oil and water to flow over the dam and into the sump. The fluid is then drawn through the drainpipe into a diffusion chamber, from which it runs into the main part of the barge—a tank five feet, four inches deep, with a capacity of 10,000 gallons. There, oil and water are separated by gravity. The oil, since it is lighter than water, remains in the tank, while the water passes out through holes in the bottom.

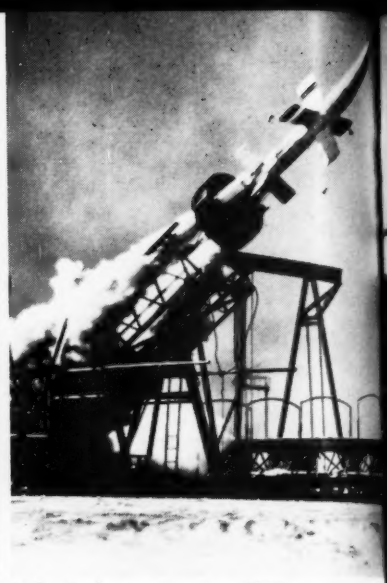
When the tank is full (or all the oil in a particular area has been removed) the skimmer is taken to a sludge barge and emptied. Later, the recovered oil is restored to usable fuel at a cost of only about one cent a gallon. Through the resultant savings the $10,000 skimmer is expected to pay for itself and the cost of its operation.

The skimmer is used in open areas or to draw slicks out from under piers and other obstructions. Surface oil can also be driven toward the barge by work-boat propellers or fire hoses.

"Sinking" the slicks with sand is not as effective or economical as the skimmer. However, it is useful in areas too restricted for the barge to reach.

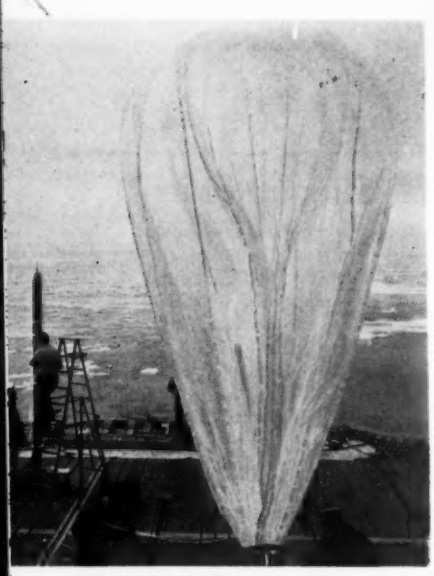
The sand is "carbonized" by being coated with crude creosote or asphaltic oils, then heated in a kiln to about 1000° Fahrenheit. It can be spread on a slick with sand-blasting methods or by hand.

But, the best way of all to keep oil off the water is still the old reliable one—don't spill it.

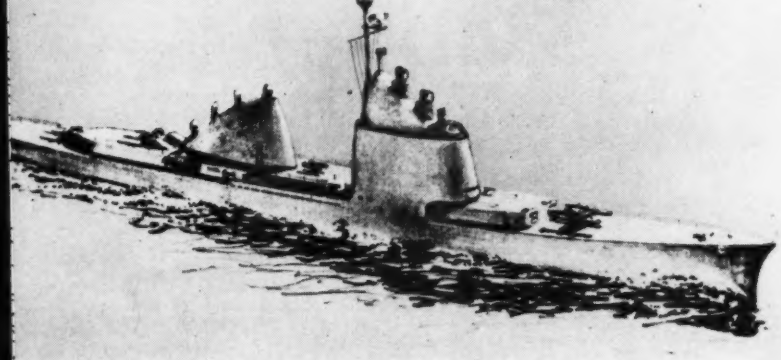


EXPERIMENTS with hydrofoil craft and searching for better rocket and missile fuels are among ONR projects.

Navy's Brain Child



STUDY OF UPPER atmosphere was conducted by ONR civilian organizations. *Below:* Tomorrow's ships like CA 'SALU' will carry gear being developed today.



THE OFFICE OF NAVAL RESEARCH, which has studied or sponsored studies on everything from a fish's sense of smell to the earth's correct position in the universe, is beginning its second decade of service.

ONR was established in 1946 "to plan, foster and encourage scientific research." Behind its founding was the realization that scientific knowledge and the advances born of it provide the key to modern military strength. This was the first peacetime venture by the United States Government into large-scale support of *basic* work in science.

ONR helped replenish the mine of new fundamental knowledge which had been almost played out by years of intensive development during World War II. Through this organization the Navy became a principal supporter of basic scientific research in the postwar era.

Today, ONR has extended its operations into basic and applied phases of almost every science, fostering and encouraging work in many fields important to future naval power. Without naval research many of these fields might go unexplored and the work in them, unsupported.

About 80 per cent of ONR basic research is done through contracts with non-military laboratories — on the campus, in industry and in government.

New knowledge and new ideas fostered by ONR are brought to the attention of the entire scientific community and result in better systems, better methods and better materials which benefit not only the Navy, but the scientific world as well.

All of ONR'S scientific work is performed under its Research Group, made up of seven operating units—the Earth, Material, Physical, Mathematical, Biological, Psychological and Naval Sciences Divisions.

• ***Earth Sciences*** studies acoustics, geography and the physics of the earth. Its projects have ranged from the noise problem, in connection with jet planes and missiles, to arctic geography and studies of the world distribution of disease. Also accomplished under this division were the discovery of the smallest known star and the definite fixing of the sun's position in our galaxy, which made

ROTOCHUTE for Marine Corps and one-man experimental helicopter were developed under ONR programs.

it possible for the first time to establish the exact place of the earth in the universe.

• ***Material Sciences*** includes the study of metallurgy, chemistry and power. ONR in this field has helped develop heat-resistant materials for aircraft, rockets and missiles, and a munitions production method which doesn't use costly platinum. In addition, it has added to the knowledge of the forces involved in combustion and has made important advances in the fields of liquid and solid propellants, fuels and power systems.

• ***Physical Sciences*** deals in physics, nuclear physics and electronics, playing a leading role in the progress America has made in these complex and vital areas. Three scientists have received Nobel Prizes while under contract with the ONR Physics Branch and many of today's nuclear physicists were trained under a program sponsored by ONR in cooperation with the Atomic Energy Commission.

• ***Mathematical Sciences*** is made up of the mathematics, statistics, logistics, information systems and mechanics branches. In this field the Office of Naval Research has worked toward overcoming the nation's shortage of mathematicians, developing the use of mathematics to predict the outcome of experiments without expensive testing, applying "automation" to logistics and perfecting and increasing the use of electronic computers. Its other achievements have included improvements in the design of ships, boats, high-speed submarines, aircraft and missiles. It has made advances in blast-resistant structures and vehicles, and worked on the application of mathematical statistics and laws of probability in everything from atomic bombs to X-rays.

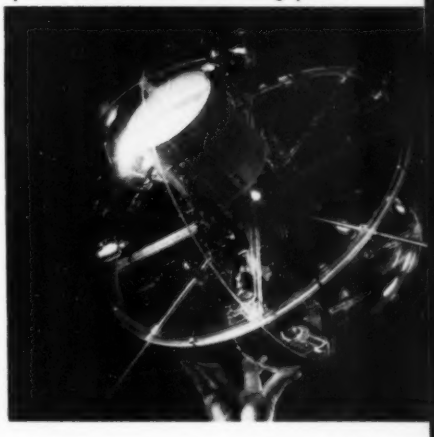
• ***Biological Sciences*** delves into physiology, biochemistry, microbiology, medicine, dentistry and of course, biology. Specialists in these sciences have worked out design improvements for plane and aviation equipment, successfully produced a virus in the absence of host cells for the first time, improved dental preservation and restoration and pioneered in the field of skin tissue preservation and transplanting. This unit also supported development of the germ-free animal as a valuable new research tool and studied the sense of smell in fish in order to develop fish repellents for protecting individuals or equipment in water.

• ***Psychological Sciences*** works in the group, physiological, engineering, personnel and training phases of psychology, studying everything from the emergence of leadership to the factors of sensory perception involved in tasks performed by Navymen. This division is also responsible for designing equipment which is engineered to make the operator's job easier and more effective, and for developing better methods of training and placing personnel.

• ***Naval Sciences*** is devoted to making the Navy a more effective fighting machine—whether it's in action on the sea, under the sea, in the air or in landing operations. Equipment developed under this division has included such important items as the one-man helicopter, the rotochute for airdrops by fast-flying planes, the ejectable capsule cockpit, improved body armor, new pick-up gear for use in UDT operations and better weapons for undersea warfare. Other advances have been made in the production of new mines, counter-mine measures and weapons and fire-control systems.

This list has barely touched the surface of the many accomplishments of ONR, a vital American outpost on the frontier of scientific knowledge. Still, it's a whale of a record for a mere ten-year old!

SCIENTISTS of ONR have played an important part in development of space satellite and launching plans.



Forty Below

FROGS MAY HIBERNATE in cold weather but not so the Navy's frogmen. They stay on the job whether in warm tropical waters or in the icy Arctic Ocean.

And thus they were on the job this "summer" helping the Navy's sea-lift of supplies to DEW Line find its way through the heavy pack ice off Point Barrow, Alaska. Helicopters from icebreakers flew ahead of the ships and from their positions above pointed out what looked to be safe passage through the maze of ice. However, ice fields are as illusive as they are dangerous and the "paths" needed closer inspection. Frogmen made the close-up checks in rubber boats.

While reconnoitering the ice fields they radioed their findings back to the flagship, USS *Eldorado* (AGC 11). They dived into the cold water to check the depth of the ice, planting explosives to clear the way, and inspecting hull damage of ships running afoul of ice.

Top: Frogmen explore ice topside. *Left*: They set out in snowstorm to check ice pack blocking passage northward. *Below*: The UDT experts take to the sea to check depth of ice and water.

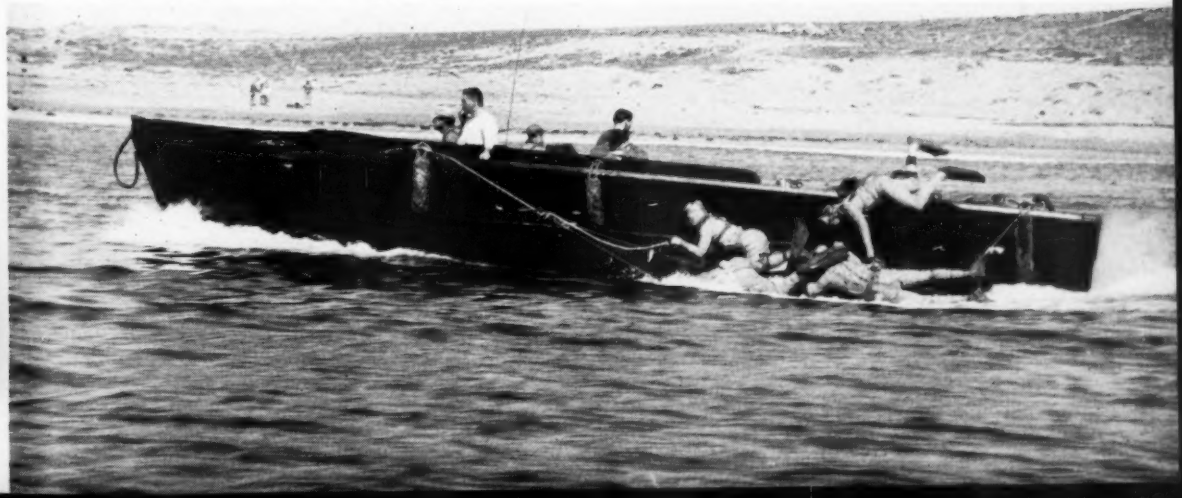
Ninety Above

RUGGED TRAINING and practice sessions keep the Navy's frogmen wet and ready for any job that comes along. Underwater Demolition is exacting work, where perfection in timing and team work is a must for survival and the success of hazardous missions.

At Coronado, Calif., the west coast headquarters for the Underwater Demolition Teams, Navy frogmen perfect their unique skills. They practice for perfection in use of small arms, the knife, judo—and constantly exercise to keep in the physical condition their job demands. They practice regularly the all-important drop and pick up procedures, and each day calls for a swim session no matter what the weather.

In the classroom they study tactics and demolition techniques, then once a year they put their knowledge and skill to the test with attacks and recon patrols.

Top Left: Frogmen were ready when they were needed in Tachen Island evacuation. *Top Right*: UDT swimmers come up from practice dive at Coronado. *Right*: Experts calculate fuse for demolition job. *Below*: Frogmen practice drop from speeding boat.



Meet Mrs. U.S. Navy

THE TITLE "Mrs. U.S. Navy of 1956" now belongs to Mrs. Beverly Thornburg Ellis, wife of Alfred R. Ellis, PN2, USN, of the Information and Education Office at the Norfolk Naval Station. Mrs. Ellis won her title (see ALL HANDS, October 1956, p. 8) in competition with some 1500 other Navy wives in the Fleet Reserve Association-sponsored contest.

The Queen of U.S. Navy wives was crowned by Secretary of the Navy Charles S. Thomas in ceremonies at the Long Beach Municipal Auditorium. The crowd of more than 3000 military and civic dignitaries gave Mrs. U.S. Navy, viz., Mrs. Ellis, a standing ovation after she received her crown.

In fine Navy style six sideboys piped the new Mrs. U.S. Navy over the side as she was presented with a huge trophy. Also, the Navy Queen received a 1956 automobile, a check for $2500, a trip for herself and her family around the U.S. and to Hawaii, an aluminum boat and many other valuable gifts.

The Coronation Ball was opened with Mrs. Ellis leading the Grand March with Secretary Thomas as her escort. Second in the Grand March was the Queen's husband, Alfred Ellis, who escorted the wife of the Navy Secretary.

Next came the first and second runners-up for the "Mrs. Navy" title, Mrs. Doris Mahan, wife of John E. Mahan, ADC, USN, test flight engineer in the BuAer Office in Dallas, Tex., and Mrs. Thelma Lewis, wife of Floyd F. Lewis, ET2, USN, of the submarine USS *Sterlet* (SS 392) at Pearl Harbor.

Selection of the title of Mrs. U.S. Navy, the first time in history that a Navyman's wife has been so honored, was based on what the wife has contributed to her husband's efforts to make the Navy his career.

Contest rules were simply that a career Navyman nominate his wife by submitting an application blank that contained such questions as "Why do you believe that your wife is an outstanding Navy wife?" Then the wife was required to write an essay on "Why I'm Proud to be a Navy Wife."

It was stressed that this was not a beauty contest, but was intended to give recognition to the woman who has contributed most to her husband's career in the Navy.

Mrs. Ellis, the mother of a boy and a girl, was nominated by her husband, who wrote in his covering letter: ". . . At the time we were married seven years ago, I had only three years in the Navy and had not decided on the Navy as a career. Beverly Jean, after becoming my wife, saw the benefits and compensations which could be obtained from a career in the Navy and urged me to reenlist . . . Since that time, she has done more for me toward furthering my career in the Navy than anyone could expect a Navy wife to do."

In her essay on why she was proud to be a Navy wife, Mrs. Ellis wrote in part: ". . . We have an assured income and my husband will retire in 10 years with a pension for life. At that time, he will still be a young man able to continue working with all his naval experience helping him in a civilian job."

Her essay also touched on other Navy benefits such as housing, medical care, recreation facilities and chances to travel. Mrs. Ellis also mentioned sea duty, but stated that it was a necessary part of a sailor's life and is a small sacrifice compared to all the advantages of Navy life.

The entries from the 1500 wives of enlisted men stationed through-

CORONATION BALL — Mrs. Ellis leads Grand March with SecNav while her husband escorts Mrs. Thomas.

JUDGES and activities represented were: (l to r) R. Creech, BM1, LantResFlt; R. Trotter, RM1, ComBatCruLant; E. Cauffman, MEC, ComTraLant; A. Torcivia, CS3, CinCNELM; B. Ruch, YNC, ComFourteen; LaV. Corning, QMC, ComSubLant; J. Argersinger, ADC, ComAirPac; J. Jones, BMC, ComCruDesPac; C. Everly, HMC, ComServLant; H. Bobbitt, PNC, ComEleven; E. Connelly, PNC, ComFour; W. Caldwell, RDC, ComFive; W. Baker, YN2, ComFifteen; and P. Bennett, BM1, ComOne. Standing: (l to r): M. Foglestrom, ETC, ComPhibPac; R. Grimes, RM1, ComMinLant; H. Collis, YNC, CNATRA, D. Guion, TEC, ComTraPac; M. Henderson, CDC, ComNine; R. Marshall, RMC, ComThirteen; E. Stallings, SKC, ComEight; F. Albaugh, PR1, ComAirLant; and H. Ford, BM1, ComTwelve; Judges not shown: F. Borentz, BM1, ComPhibLant; W. Higens, PNC, ComThree; J. Marion, YNC, ComSubLant; D. Black, YN1, ComServPac; and O. Roloff, JOC, PRNC. Judges for the finals of the contest were senior petty officers from the 31 participating commands. Winner of Navy-wide contest was announced at Coronation Ball.

out the world were sent to contest headquarters in Long Beach, Calif., for preliminary screening. From this group, the Fleet Reserve Association's panel of judges selected the five best applications from each of the 31 participating Navy commands throughout the world. Each command then picked the best entry from the five to compete in the final judging.

Each of the 31 finalists selected was then air-transported to Long Beach, accompanied by their husbands and children for a gala 10-day program arranged by the sponsoring-FRA. Included in the finalists' busy schedule were banquets, tours of movie studios, local and national TV appearances and a trip to a fashion center in Los Angeles.

Highlight of the festivities was the mammoth Fleet Review in Long Beach harbor in honor of the 31 contestants. Grand Marshal for the review was Admiral Arleigh A. Burke, USN, Chief of Naval Operations. The review of the 74 Navy ships, including aircraft carriers, cruisers, destroyers, submarines and escort vessels, was the largest in the history of the Navy and the first to be held on the West Coast in more than 20 years.

Also included in the program was an exhibition by the Navy's famed "Blue Angels"—the precision aerobatic team flying F9F *Panther* jets. The Secretary of the Navy and the 31 Navy wives witnessed the fly-over and parade of ships from the cruiser USS *Saint Paul* (CA 73).

On the evening following the gigantic review, the Long Beach Chamber of Commerce Armed Services Commission scheduled a banquet for the Navy Secretary and the 31 Navy wives. Other honored guests included Admiral Burke and Vice Admiral James L. Halloway.

In a speech before this gathering, Secretary Thomas underlined the role played by the wives of career Navymen. The Navy Secretary said:

"I'm certainly glad that I do not have to pick the finalist, because if I did, I'm afraid I would call it a draw, for every one of them would make a fine Mrs. U.S. Navy.

"The typical lady of these 31," continued Mr. Thomas, "has 'served' the Navy for 12 years. I say *'served'* in the full sense of the word; for while she doesn't wear a uniform or bear a service number, she serves just as much as her husband.

"With our modern Navy spread now on duty all over the globe, and

TYPICAL OF NAVY wives entered are finalists, Mrs. Charleen McMikle (DesLant) and (rt) Mrs. June Dimond (VS 38).

with many of our bluejackets assigned to duty in foreign lands, the Navy wife is also extremely important as an American ambassador. Hundreds of Navy wives, just like these here, are at this very moment serving with their husbands overseas.

"It might surprise you to know that Navy wives are stationed on all six continents, in some 40 countries and islands.

These wives, their husbands and their children, make contacts with the foreign people where they live in a way that no diplomat can hope to equal.

"They meet the grocer, the butcher, the clergy, the school teachers, the people next door, the families of the children with whom their children play. They learn the language of the country, and so do the children.

"They have an unrivaled opportunity, therefore, to represent our country, tell about our country, and explain our American way of life to people of foreign lands. In this task, I am proud to say, they do a wonderful job," added Navy Secretary Thomas.

"In my inspection trips to our Fleets and overseas bases," continued Mr. Thomas, "I pay particular attention to this good community relations problem, and I am happy to say that our ambassadors and diplomatic people have nothing but praise for the way our Navy people conduct themselves and the way they represent us overseas. The officials of other countries go out of their way to tell me how worthwhile and how much good these exchanges are," he added.

The final judging for the "Mrs. U.S. Navy" contest was held on 15 September. Judges were senior petty officers from the 31 participating commands. Their closely guarded decision was announced by the Navy Secretary at the Coronation Ball.

In addition to the 10-day holiday at the expense of the FRA, the 31 families that participated in the finals of this contest received numerous other gifts. Among other things, each of the 31 contestants received a wrist watch named "Mrs. U.S. Navy," a complete set of hair dressing products, an electric coffee maker and toaster, six months' supply of cosmetics, a two-year subscription to a service publication, and a complete model task force for each of the contestants' children.

IN GOOD HANDS — Alfred Ellis, PN2, USN, holds wife's trophy for first place in 'Mrs. United States Navy' contest during presentation at Long Beach.

Additional fame and recognition is to come to all U.S. Navy wives. An independent movie company has shot a full-length feature film based on the life of an average Navy wife. The movie will show the Navy wife's trials, tribulations, her joys and sorrows, some of the sacrifices she must make, and will also illustrate the excellent advantages of life as a wife of a career Navyman. The full-color film is expected to be released shortly.

Mrs. U.S. Navy 1956 is now in Hawaii with her family after a whirlwind tour of various cities in the United States.

The 31 'Mrs. U. S. Navy' Area Winners, and Husbands

Beverly Ellis (Winner)—Alfred Ellis, PN2, USN, Naval Station, Norfolk, Va.
Doris Mahan (Second Place)—John E. Mahon, ADC, USN, BAR, Dallas, Texas.
Thelma Lewis (Third Place)—Floyd F. Lewis, ET2, USN, USS *Sterlet* (SS 392).
Joan Alfano—L. Alfano, DTI USN, USS *Bremerton* (CA 130).
Faye Azbell—W. M. Azbell, ENC, USN, USS *Union* (AKA 106).
Primrose Bond—W. Bonds, QMC, USN, USS *Howard W. Gilmore* (AS 16).
Peggy Borgia—J. Borgia, RD1, USN, USS *Chemung* (AO 30).
Gloria Bowser—R. N. Bowser, YN1, USN, Third Naval District Hdqtrs.
Laven Chapman—A. L. Chapman, FPC, USN, USS *Canberra* (CAG 2).
Martha Chick—D. R. Chick, SK2, USN, USS *Leader* (MSO 490).
Virgina Chinnes—B. Chinnes, AT1, USN, NATTC Norman, Okla.
June Dimond—C. Dimond, ADR2, USN, Fleet Air Station Squadron 38.
Louise Ferland—L. Ferland, YNC, USN, Philadelphia Recruiting Station.
Mary Frost—D. B. Frost, ENC, USN, USS *Brattleboro* (PCER 852).
Ruth H. Gafgen—D. K. Gafgen, SK1, USN, Naval Station, Newport, R. I.
Louise Grubbs—S. Grubbs, YNC, USN, Pacific Reserve Fleet.
Dolores Hale—R. L. Hale, DM2, USN, U. S. European Command, Paris, France.
Mary Hamby—T. Hamby, YNC, USN, ComMinLant, Charleston, S. C.
Lois Helms—C. P. Helms, BMC, USN, Naval Amphibious Base, Little Creek, Va.
Virginia Hughey—G. Hughey, GM1, USN, USS *Eldorado* (AGC 11).
Anna Lacy—H. Lacy, HMC, USN, Naval Reserve Training Center, Evansville, Ind.
Helen Macy—H. Macy, AT1, USN, Airborne Early Warning Squadron 13.
Juanita Marlin—M. C. Marlin, ADC, USN, NAS Miramar, Calif.
Margarete May—L. May, RM1, USN, Naval Base, Norfolk, Va.
Charleen McMickle—W. M. McMickle, QM1, USN, USS *Holder* (DDE 819).
Evelyn Omalley—J. P. Omalley, EN1, USN, Lakeland, Fla., Recruiting Station.
Mary Parsons—R. A. Parsons, ETC, USN, Naval Communications Station, Washington, D. C.
Helena Pritchard—K. H. Pritchard, SWC, USN, Midway Island.
Alda Rowland—G. H. Rowland, ENC, USN, Richmond, Calif., Recruiting Station.
Isabelle Senkier—L. C. Senkier, SKC, USN, MSTS, Balboa, C. Z.
Donna White—C. White, PN1, USN, Fleet Training Group, San Diego, Calif.

SERVICESCOPE

Brief news items about other branches of the armed services.

TRACER BULLETS cut the darkness as members of an Army Antiaircraft Artillery battalion practice night firing.

★ ★ ★

THE ONLY SEA-GOING RADIO STATION in the world is the Coast Guard cutter *Courier*. Operated for the U.S. Information Agency, *Courier* is a completely equipped radio relay station, carrying some of the most powerful transmitting equipment of its kind ever installed aboard a ship.

Filling most of one cargo hold, this equipment consists of a 150-kilowatt medium-wave transmitter and two 35-kilowatt short-wave transmitters. A three-kilowatt short-wave transmitter serves for ship-to-ship and ship-to-shore communications.

In its unique role of being the only mobile transmitting facility in the Voice of America's world network of 78 transmitters located at 10 overseas relay bases, *Courier* provides USIA with a versatile radio relay service. She can be moved quickly and easily from one part of the world to another to meet any emergency situation.

★ ★ ★

THE U.S. AIR FORCE'S new medium troop and cargo carrier, the prop-jet C-130 *Hercules*, has successfully dropped what is claimed to be the heaviest single load ever yanked by parachute from an airplane for aerial delivery.

The air freighter, which enters active service with the Air Force's Tactical Air Command, made multiple deliveries as well as single load drops during a series of tests at El Centro Calif., Naval Auxiliary Air Station.

During the flights, a huge road-grading machine—such as is commonly seen working the highways of the nation—floated through the air over California.

However, this was not the heaviest single item to be pulled by parachute from the C-130. A 27,000-pound dummy load of iron was the record-breaker. This weight included the iron, the platform carrying the load, and the six 100-foot cargo parachutes necessary to float it easily to the ground.

The aircraft was flying at an altitude of 2000 feet, when an extraction parachute pulled the loaded platform out into space, and six cargo chutes lowered it.

In another flight, the plane carried 18 A-22 containers, in which almost any type small shipments can be packed. The plane released these containers in a sequence which filled the skies with 18 billowing parachutes. This was numerically the largest multiple load dropped. Weighing a total of 29,000 pounds, it also probably was the heaviest cargo floating out of any aircraft—whether extracted by parachute or simply tilted into space from an open door.

Perhaps the first multiple drop of three units from one plane was made by the C-130 earlier in these same tests. An M-55 gun mount, a 105mm howitzer, and an Army Jeep were lowered to the ground. Total weight was 14,500 pounds.

★ ★ ★

THE ARMY QUARTERMASTER CORPS is working out designs for the world's first production-sized pilot plant to use atomic and electronic radiation in the preservation of food. The facility, to be known as the United States Army Ionizing Radiation Center, will be able to process up to 1000 tons of food a month.

Instead of heat, the plant will use both gamma rays and electrons to kill or inactivate the micro-organisms responsible for food spoilage. When completed, the Radiation Center is expected to be the first atomic plant in the world to make maximum use of the gamma radiation which accompanies nuclear reactions. Previously, such radiation was looked upon as an undesirable by-product of reactor operation. Studies to be conducted at the center will enable the Quartermaster Corps to compare the gamma ray and electronic processes to determine the relative advantages of each.

Tests already made have shown that many perishable foods processed through irradiation can be stored for three months or more without refrigeration. The process does not detract from the wholesomeness or nutritional value of foods and does not make them radioactive. The color, odor and flavor of many foods remain unchanged by radiation, and in cases where these qualities are adversely affected, progress is being made toward overcoming this difficulty.

The Atomic Energy Commission will design and con-

IT'S A LONG REACH for the Air Force ground crew servicing radio gear in tail of B-52 that stands over 48 feet.

struct the reactor and special equipment to be used in the gamma ray process, while the linear accelerator to be used in the electronic process will be built under the direction of the Quartermaster Research and Development Command. Other elements of the armed forces, as well as other government agencies and educational and industrial institutions of the nation, will also participate in the project.

In addition to making more fresh foods available to the armed forces under field conditions, the military and civilian use of radiation may someday reduce refrigeration requirements, cut down food losses and lead to the control of certain food-borne diseases.

★ ★ ★

THE XV-1, the world's first successful convertiplane, unofficially exceeded the speed record for helicopters when it reached 200 miles an hour.

The combination of helicopter and airplane that does not require runways for take-off or landing, hit this speed just before the successful completion of a flight evaluation program at Edwards Air Force Base, Calif.

The convertiplane design, as demonstrated by the XV-1, overcomes some of the forward speed limitations which have been inherent in helicopters to date.

The best forward speed attainable by helicopters up to this time is approximately 160 mph. Several manufacturers have been at work on various convertiplane projects in recent years but the XV-1—utilizing a helicopter rotor, a conventional aircraft piston engine, pusher type propeller, and short airplane wings—is the only such craft so far that has achieved conversion in flight.

Pressure jet engines located at the tip of each of three rotor blades provide power for helicopter flight. When forward speed exceeds the stalling speed of the wings of the XV-1, power may be shifted from rotor to pusher propeller to execute a flight conversion. Flight controls are simultaneously shifted from rotor to conventional aircraft type and the overhead rotor is allowed to windmill.

★ ★ ★

THE ELECTRONIC EYE of radar has penetrated a new field, outmoding some of the short-sighted instruments of the surveyor.

With the "radar ruler" developed by the Army Signal Corps a surveyor can measure off 50 miles in a single reading instead of the usual 20 or 30 which require meticulous sighting.

Even at greater ranges, the electronic calculations are precise to within a few feet.

The new system uses two separate jeep-portable radar stations, one at each end of the distance to be measured. The electronic beam is not hampered by bad visibility or foliage, as is the surveyor's conventional transit.

The complete station, a 25-foot collapsible antenna mast and three metal cases of electronic equipment weighing only 200 pounds, fits into the back of a jeep and can be set up and operated by one man.

The antennas placed at the two distant points toss a radar beam back and forth between them thousands of times a second.

Automatic computers register the distance in terms of time the signal takes to make 10,000 round trips. Using a simple chart, the operator readily converts this reading to a high precision point-to-pont measurement.

The radar range-finder is designed to replace standard surveying gear when speed is essential in determining long distances. A complete double-check reading takes less than five minutes.

NEW U.S. ARMY FLAG is white with seal in ultramarine blue above red scroll with U.S. Army lettered in white.

★ ★ ★

THE MOST ADVANCED FIGHTER-BOMBER in the U.S. Air Force—the supersonic, nuclear-weapons-carrying F-105—has been officially christened *Thunder-chief*.

Latest in the line of famed "Thundercraft," the *Thunderchief* is a member of the same family as the World War II P-47 *Thunderbolt*, the F-84 *Thunderjet*, workhorse of the Korean conflict, and the currently produced F-84F *Thunderstreak* and RF-84F *Thunderflash*.

The *Thunderchief* has short, very thin swept-back wings and a long cylindrical fuselage. Air to feed its turbojet engine is received through wing-root intake ducts, permitting radar equipment to be installed in the needle nose.

A one-piece flying tail (stabilator) is set low on the aft section of the fuselage, on the underside of which is located a ventral fin to provide lateral stability.

LARGEST AND SMALLEST in USAF jets now in production are B-52 *Stratofortress* and T-37 trainer shown here.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Naval Regulation regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Time-in-Grade Requirements

SIR: Before I shipped into the Regular Navy as a DT2, I had completed three years of continuous service as a DT1, USNR (TAR), and was recommended for chief. Would I have to put in another three years as a first class in order to be eligible for CPO again?—J.J.K., DT2, USN.

• *No. You've already met the time-in-grade requirements and weren't given your lower rate for disciplinary reasons.*

Therefore (provided that you meet all the other qualifications), you'll be eligible to take the next DTCA exams that come along after you're advanced to DT1.

You'll find confirmation in BuPers Inst. 1430.7B.—ED.

Where's Norfolk Navy Yard?

SIR: In "Taffrail Talk" some time back (May issue, page 64) you mentioned the christening of the new midsection of USS *Ulua* (SS 428) at the "Portsmouth Naval Yard," thereby adding further confusion to one of the most common mix-ups in the Navy today.

The midsection of *Ulua* was built at the Norfolk Naval Shipyard. Since this yard is not in Norfolk, but across the Southern Branch of the Elizabeth River in Portsmouth, Va., it is often mistakenly called the "Portsmouth Naval Shipyard." Actually, *the* Portsmouth Naval Shipyard is the one which *isn't* in Portsmouth, N. H. It's on an island in the Piscataqua River between that Portsmouth and Kittery, Maine.

As if the confusion between the Norfolk and Portsmouth Naval Shipyards isn't enough, the Norfolk Naval Shipyard and the Norfolk Naval Base (which *is* in Norfolk) also come in for frequent mix-ups. For example, all mail addressed to the Navy Yard, Norfolk, Va., is automatically sent to the Norfolk Naval Shipyard at Portsmouth, even though the contents of the letter often show the writer meant to contact the Naval Base.

Personally, I believe the whole problem could be cleared up by calling the Norfolk Naval Shipyard the Gosport Naval Shipyard, which was its original name anyway.

Incidentally, the New York Naval Shipyard isn't in New York either. It's in Brooklyn!—M. I. McCreight, III, LT, USN.

• *Thanks for setting us straight.*

We usually try to avoid mistakes, but since we found out there was a California, Pa., a Kansas, Ala., and a Mississippi, Mo., we've become thoroughly confused in our geography.

However, no matter what it's called or where it is, the Norfolk Naval Shipyard is a mighty important place, as we learned when we did a little research to verify your comments.

We discovered it was one of the largest establishments of its type in the world, and one of the oldest in the western hemisphere, as well as a model of modern productive efficiency. Its 811 acres contain 30.64 miles of paved streets and roads, 403 buildings with a total area of more than seven and one half million square feet, 44.2 miles of railroad track with nine locomotives and 254 cars, seven drydocks, two shipbuilding ways and 350 cranes and derricks.

We're still trying to figure out how we could have misplaced something as big as all that.—ED.

Right Spot for Rating Badge

SIR: We've had quite a bit of discussion about the correct position of the rating badge. Some say it should be four inches down from the shoulder seam and others claim it's supposed to be halfway between elbow and shoulder. Could you clear up the matter for us?—E.L.A., END2, USNR.

• *Glad to. Article 1202.1(f) of "U. S. Navy Uniform Regulations" says the badge must be worn on the left sleeve, midway between shoulder and elbow. On CPO coats or steward jackets it is centered midway between the front and back creases of the sleeve. On the jumper of a petty officer, first, second or third class, it must be worn "so that the rear edge of the badge shall coincide with the side view center line of the sleeve."* —ED.

Message for Old Forrestal

SIR: Your item in the July issue of ALL HANDS (Taffrail Talk, p. 64) about Larry J. Cates of USS *Forrestal*, whose hobby was tossing bottles into the sea, reminds me that I too was once an overboard-bottle-tosser.

Unlike GMSN Cates, who tossed 50 bottles over the side and recovered only one, I have a perfect record of 100 per cent recovery.

One dull Saturday afternoon back in 1940 while on board USS *Jouett* (DD 396) anchored in Lahaina Roads, T. H., another yeoman and myself (then a YN1) decided to give sending-a-message-via-a-bottle a try.

We typed our names, the name of our ship, its location and the date on a slip of paper. We then sealed it in an old ink bottle and sent it on its way. This was about 1330.

That same night about 2130, guard mail came aboard. Among the mail was our message. Our bottle had been picked up by the gangway watch of a Fleet tug, anchored about a mile or so away. They returned our message with the comment: "Try again!"

Needless to say, having proved that bottle-messages transmitted by water do work, and having received an answer in a speedy eight hours, we saw no need to try again.—LCDR A.S. Lott, USN.

• *Your experience with the bottle proves very interesting. Has anyone else got any bottle stories to tell?*—ED.

Advanced School for Radiomen

SIR: In the May 1956 issue of ALL HANDS, you refer to the Radioman's Materiel School (RM/B) in operation at NTC Bainbridge, Md. We have an RM2 who wants to request this school but in our ServPac instructions it refers to the school as Radioman Class B School. I'm sure that the Radioman Class B School at Bainbridge and the Radioman's Materiel School you refer to are one and the same, but several people here do not agree. Clarification, please—R.B.W., YNC, USN.

• *You're right, Chief. The Radioman Class B School is the only advanced school for radiomen, and it is conducted at NTC Bainbridge, Md. However, there are other technical schools, such as the Naval School, TTV, at Norfolk, Va., which rated RMs are eligible to attend.* —ED.

How to Keep Out of Print

SIR: In recent issues of ALL HANDS, I have noticed several articles about operation "FirmLink" that was held in Bangkok, Thailand. In each story you've published, USS *Princeton* (CVS 37) has been mentioned. But conspicuous by its absence is the mention of our ship, USS *Salisbury Sound* (AV 13).

Princeton is a big ship, and a good ship, but I do believe that others who participated in the exercise should be given mention. In this operation, *Salisbury Sound* was called upon to take 600 enlisted men and 50 officers of the Philippine Army to Bangkok for the exercise and then return them to Manila. Our ship never did receive any publicity for the part she played.

—D.L., RM, USN.

• *Ships, men and the sea make the news for us. Anything on those subjects that is sent to* ALL HANDS *and which is of general Navy interest will get into print. Had a story been received from* Salisbury Sound *covering her part in exercise "FirmLink" it, too, would have been published.*

Because of our limited staff, ALL HANDS *cannot send reporters to cover every exercise, as much as we should like. So, we have to depend on type command and ships' PIOs and journalists to send the material to us. That fact, however, does not prevent you, or any other Navyman, from submitting a story DIRECTLY to* ALL HANDS *magazine.*—ED.

More About That 18-inch Gun

SIR: On page 21 of the January '55 issue of ALL HANDS and again on page 25 in the April '55 issue you published letters to the editor concerning 18-inch guns.

You mentioned that your research went back to the 1920s and BuOrd said that the Navy had only one 18-inch gun and that was at the Proving Grounds, Dahlgren, Va.

One reader, in a letter to the editor (April '55) thought that he had seen some 18-inchers or guns at least bigger than 16-inches at the Mare Island Navy Yard in 1934.

Not that I question the contents of your 4.0 magazine, but I'm submitting what I believe to be "picture proof" of an 18-inch gun that was on the West Coast.

I cannot take credit for taking this picture as I bought it from a shipmate many years ago, I believe that it was taken at Puget Sound and that it has never been published.

I think the guns in the fore- and background are five-inch, the torpedo tubes, 21-inch, and the center of attraction is the much discussed 16-inch gun.

I'm sure that this picture will be of interest to your readers, and may clarify the 18-inch gun mystery.

—R.H.B., LT., USN.

• *Many thanks for sending us the pic. We agree that there is nothing better than pictured proof but are sorry that it does not bring new light upon the much talked about 18-inch "mystery" gun.*

BuOrd still contends that the Navy had only one 18-inch gun and that it was located at the Dahlgren Proving Grounds.

Experts at BuOrd identify the big gun in your picture as a Mark 8, 16"/45 caliber used on battleships of the Colorado *class. You're correct about the midgets, they're 5"/51!*—ED.

Two-Time Medal of Honor Winners

SIR: During a recent bull-session among personnel of the Armed Services Police Detachment here in New York, the subject of conversation was the Medal of Honor. It was surprising how little we knew about that award. Possibly you can answer the following for us.

1. Can the Medal of Honor be awarded in peacetime?

2. How many persons have been presented this award more than once?

3. During our discussion one man said that an individual had been awarded the Medal of Honor twice and was recommended for a third award. Can you confirm or deny this?

—L.E.VP., BMC, USN.

• *We'll do what we can for you. In reply to your first question, the answer is: Yes, the Medal of Honor can be awarded in peacetime. An act of Congress on 7 Aug 1942, authorizes the Medal of Honor to be presented by the President, in the name of Congress, to a person in the U.S. Navy, who in action involving conflict with the enemy, or in the line of his profession, distinguishes himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission of his command or to the command to which attached.*

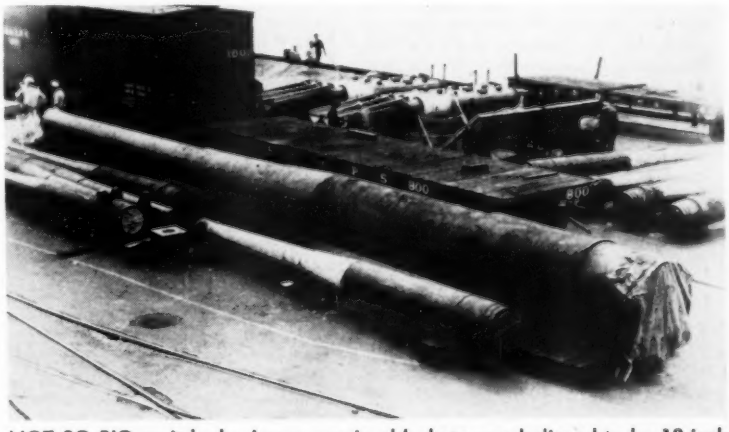
According to the records of this Bureau a total of nine members of the Navy and Marine Corps have re-

Am I Entitled to Bonus?

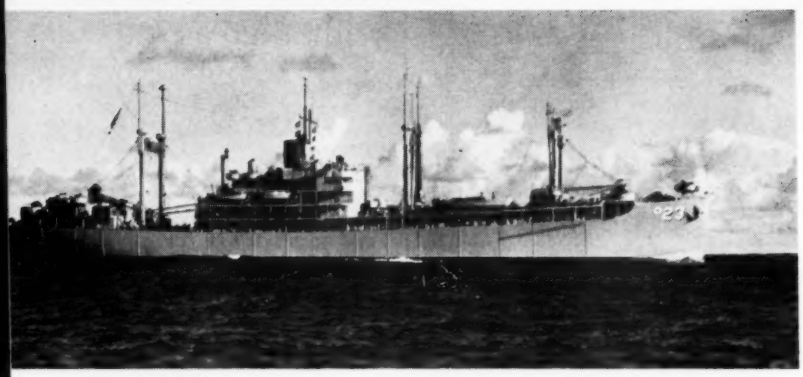
SIR: I reenlisted on 27 Dec 1955, after nearly 27 years of continuous active service. When I shipped over the personnel office informed me that I was not entitled to any reenlistment bonus. According to *BuPers Manual*, Article A-4203, Change 4, however, I think I am entitled to such an allowance. How about it?—R.P., ADC, USN.

• *You are entitled to a bonus of $160 for a four-year reenlistment under the provision of Section 207, Career Compensation Act of 1949. The amount of your entitlement is computed in accordance with paragraph 044070-3b of the "Navy Comptroller Manual." You had 26 years, eight months and two days of active service at the time of your reenlistment.*

You are not entitled to benefits under the "new" bonus law (Public Law 506, which became Section 208 of the Career Compensation Act), since that law provides no benefits for anyone who has completed 20 years of service. But on the other hand Section 207 provides a reenlistment bonus for a person who has more than one year of active service to complete before completing a total of 30 years of active service.—ED.



NOT SO BIG as it looks. Large gun in old photo was believed to be 18-inch gun but the experts at BuOrd identified it as a Mark 8, 16"/45 caliber gun.



NO BROODING—Destroyer tender *USS Arcadia* (AD 23) cruises Atlantic during break in tending duties. She makes her home port in Newport, R. I.

ceived the Navy Medal of Honor twice. In addition, five Marines have been awarded both the Navy Medal of Honor and Army Medal of Honor.

Records here fail to show a recommendation for a third MOH to any one individual. However, it is possible that such a recommendation may have been made and disapproved in the field, and not forwarded to the Bureau through the chain of command.

By the way, Chief, in the event you or your shipmates want more detailed information on the Medal of Honor, there's a book, "The Medal of Honor, the Navy 1861-1949," available at $4.00 per copy, plus postage, from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.—ED.

Floating Haven

SIR: According to the Korean Presidential Unit Citation presented to USS *Haven* (AH 12), this award was made for services during the period from 18 Oct 1950 to 25 Jul 1952. However, I have read somewhere that *Haven* only rates the KPUC from October 1950 through June 1951. I feel certain that the citation must be correct, but can you verify the dates for me?—C. J. P., HM1, USN.

• *You can put an end to all such uncertainty by referring to BuPers Inst. 1650.5B which contains the complete and official list of commands and units awarded the Republic of Korea Presidential Unit Citation, with participating dates.* Haven *was, as a matter of fact, awarded the KPUC for the period 18 Oct 1950 to 25 Jun 1952.*

Haven, *the former 520-foot* ss Marine Hawk, *certainly earned her award. She was taken over by the Navy in 1944 and converted to a hospital ship. Haven was commissioned in the closing days of World War II (5 May 1945) but played an important role in evacuating, hospitalizing and transporting Allied prisoners of war from Japan.*

After the war she was fitted out with special equipment and assigned to the historic Bikini atom bomb tests. With a team of radiological safety technicians aboard, Haven *was responsible for the safety factors during the tests as well as handling the hospitalization of all task force personnel.*

In June 1947 the 11,400-ton ship joined the mothball fleet and remained inactive until 15 Sep 1950 when her services were required in support of the Korean conflict.

A month later, Haven *dropped anchor at Inchon Harbor and remained in the Western Pacific for the next 12 months. Before the war ended she had completed three tours of duty in the Far East. During that time* Haven *hospitalized or treated more than 49,750 patients.*

In recognition of her "valiant support of the United Nations' battle for freedom," President Syngman Rhee awarded Haven *the Korean Presidential Unit Citation. In addition, the then Commandant of the Marine Corps, General Lemuel Shepherd, visited the hospital ship to render his personal thanks for what he termed the "loving care" given to his troops in Korea.* Haven *is entitled to the Korean Service Medal with five battle stars for her first year of service in the Far East.*—ED.

Choice of Duty?

SIR: I agreed to extend my enlistment for shore duty at a specific place and an entry to that effect was made on page 13 in my service record. About two and one-half months after being assigned to such duty, I was transferred to other duty which I did not request, volunteer or agree to extend for.

Why should I be obligated to serve the balance of the period for which I extended when I am not assigned to the duty for which I agreed to extend?—L.G.P., ADC, USN.

• *When personnel are assigned to Bureau shore or recruiting duty they are assigned to areas, that is, to certain naval districts or recruiting areas. While the Navy tries to locate them in or near the geographical location they request, they are not guaranteed duty at any* particular station *whether they have agreed to extend for such duty or not.*

During their normal tour of shore duty they may be transferred to any activity within that naval district or recruiting area. They may not, however, be transferred out of that district or area unless under exceptional circumstances.

If you feel that you did not get the duty for which you extended your enlistment, you have the privilege of submitting to the Chief of Naval Personnel, via official channels, a request that your agreement to extend your enlistment be cancelled. Submission of such a request is no assurance that your extension will be cancelled as each case is decided upon its individual merits.—ED.

What the H

SIR: Sometimes it takes a while for all hands to see ALL HANDS. Today, I read in the June '56 issue about the new phonetic alphabet and I'd like to raise a point about when the word HYPO was dropped from use.

According to the article, HYPO appeared in *The Bluejackets' Manual* replacing HOW in 1940. Now, if that was an official change authorized by the Navy, how come I was taught to use the word HYPO in the fall of 1942, while going through pre-flight school as a Naval Aviation Cadet? The change was not taught in our courses until early 1943.—W. E. H., MAJ, USMCR.

• *We goofed (spelled* GOLF, OSCAR, OSCAR, FOXTROT, ECHO, DELTA).

How *replaced* HYPO *under Alnav 246, which was originated by the Secretary of the Navy on 18 Nov 1942, in accordance with an Allied agreement on a standardized alphabet. The new system went into effect 1 Jan 1943, which agrees with what you've said.*

When we prepared our article we were using "The Bluejackets' Manual —1940," but we overlooked an important detail. That same edition was reprinted with minor changes a number of times between 1940 and 1943, when the next major revision came out.

The copy we had was apparently printed in late 1942 (after Alnav 246 was issued), so it included the new Allied alphabet. In other words, the mistake occurred because we were actually looking at a late 1942 version of the book, even though it was still called the BJM—1940.

Anyway, that's neither here nor there. The correct word is HOTEL.—ED.

Speed Cones

SIR.: I may be wrong, but I think you have an error in your July 1956 "Quiz Aweigh." Weren't speed cones discontinued some time ago?—WC.A., CDR, USN.

• *To you, commander, and to a certain captain who twitted us for being behind times, and to those others who caught us in a bight of our own furling, we say: Belay that, disregard it fore and aft. CNO letter 24094P20 of 28 Nov 1952 took speed cones off ships. The face of our editor-in-charge-of-taking-the-blame resembles a port running light.*

You'll have to admit, though, when we make a boner we do it in a big way.—ED.

Passing Honors

SIR: I am rather uncertain as to what's what in regard to rendering passing honors between ships and boats, and the display of the ensign by boats. Since regulations do not appear to cover these matters in detail, possibly you can help me out.

U.S. Navy Regulations (Article 2134.1) requires that "attention shall be sounded by the junior when the bow of one ship passes the bow or stern of the other or, if a senior be embarked in a boat, before the boat is abreast, or nearest to abreast, the quarterdeck."

In the case of ships rendering passing honors, there seems to be no question as to who is junior and therefore obligated to originate the salute, but when it comes to passing gigs, then the situation is somewhat more difficult. In this respect, is it ever correct for a junior embarked in a boat to originate the salute when passing a ship commanded by a senior?

Article 2155.5 of *Navy Regulations* states that "the national ensign shall be displayed from water-borne boats of the naval service . . . when a . . . commanding officer . . . in uniform, is embarked in a boat of his command or one assigned to his personal use." This puzzles me. Would that mean that the national ensign should be displayed (on boats from a ship not underway) from 0800 to sunset; or, during daylight hours while in a foreign port; or at any time, day or night?—J.P.M.R., LT., USN.

• *It is common practice for the junior officer embarked in a boat to originate the salute when passing a ship commanded by a senior when a possible misunderstanding could result from his failure to do so.*

In accordance with Article 2166.6, the national ensign shall be displayed from water-borne boats at such times as prescribed by the senior officer present.

The latitude granted the SOP for prescribing when colors will be flown from boats prohibits an exact answer to your questions. Also, the situations such as in foreign ports, foreign customs, etc., vary too greatly to define closely the use of the national ensign as it pertains to personal boats.—ED.

Facts and Figures about the YN's Yeoman Performance

SIR: In "Taffrail Talk" of your May issue you said that since it takes 14 ounces of pressure to strike a typewriter key, an average yeoman's daily work is the equivalent of lifting 378,000 ounces, 23,625 pounds or 11½ tons a day. Because of that statement, our office routine has been upset no end and our yeoman has become a mathematical genius. To wit:

He counts each and every stroke of his typing (including spacing).

He knows the multiplication table of 14 by heart.

He can convert ounces into pounds and pounds into tons faster than an electronic computer with an abacus gearshift.

He falls into a state of complete exhaustion when he reaches the 11½-ton mark.

And, worst of all, he puts out 20 tons of hot air while accumulating his 11½ tons of typing.

In order to get our office back on an even keel (and make up for the man-hours we've lost because of what you did to our yeoman) how about publishing a "majic" statement of 16-tons as a good day's work for our typewriter jockey?—W.C.J., AOC, USN.

• *Actually, we didn't even begin to do the long-suffering yeoman full justice. As you yourself point out, the gallant pen-pusher puts out 20 tons of hot air per day above and beyond the 11½-ton call of duty. That makes a daily workload of 31½ tons per day. And in case you don't think those 20 tons should be included in the totals, just stop and think how much of that so-called "hot air" consists of such traditional phrases as, "dry up," "pipe down" or "knock it off." These expressions are just as vital to the yeoman's job as his paper clips and typewriter brush, for without them, how else would the noble "yo-yo" silence those whose idle chit-chat might interfere with his work?*

Nor have we given our cross-quilled hero credit for the energy he expends in bending his ear to gripes and complaints about matters not under his control; pouring and stirring the coffee that keeps him going; answering such questions as, "what's for chow?"; sharpening pencils; shining his shoes; oiling his swivel-chair; exercising his fingers; and untangling typewriter keys he's jammed in attempts at world speed records on "Now is the time for all good men to come to the aid of the sly fox who jumps over the lazy dog."

Not only that, but we didn't mention any of the occupational diseases of the yeoman's trade, such as "thumbitis yeomanensis" (a hardening of the thumb caused by hitting the space bar all day long) or "pneumoeraser dustitis" (a lung condition brought on by constant inhalation of eraser dust).

No, 16 tons wouldn't begin to cover the hard work, privation and suffering the yeoman endures. So, here's a salute to the hardy pen-pusher.

So for all yeoman we say, "Damn the margin releases! Full speed ahead!"—ED.

MASTER OF THE SEA — Navy's new P6M-1 *Seamaster*, multi-jet sea plane, winds up through water prior to takeoff.

COOL GAME—Navymen enjoy a sunny Arctic day using ice churned up by *USS Atka* for table during break while planting automatic weather stations.

Leave Entries in Service Record

SIR: Are the entries "no leave taken at this command," "no leave taken since date of last leave entry" or "leave rations credited are not in excess of leave taken" still required to be entered on Leave Record Form (NavPers 601, Rev. 3-50) prior to an individual's transfer!

This matter has me puzzled as the instructions on the back of NavPers 601, Rev. 3-50, call for them, yet they are not used in the examples in *BuPers Manual*. What's the scoop?

—J.W.R., YNC, USN.

• *The instructions on the reverse side of NavPers 601 (page 8 of enlisted service record) are no longer applicable. Current instructions for the preparation of this page are now incorporated in Article B-2318, "BuPers Manual." The contradictory instructions will be omitted when this page is reprinted.*—ED.

CWO in Limited Duty Status

SIR: I am a temporary Chief Warrant Officer (W-3) with an L-5 limited duty designation resulting from a coronary occlusion I had in October 1955.

I have apparently made a normal recovery from my illness and am now filling a regular CWO billet ashore.

In November 1957 I will have the necessary time requirements for advancement to W-4. Will my limited duty status affect my chances for promotion? If so, what must I do in order to obtain a waiver?

What is the Bureau's current policy in regard to length of service for those in a limited duty status? I have 17 years, nine months of active duty. Will I be permitted to complete 20 years of service?—R.J.H., CWO-W3, USN.

• *The status of your physical fitness does not affect your chances for promotion. As long as you remain on active duty, your name and records will be submitted to the selection board, which will consider Chief Warrant Officers (W-3) with your date of rank, for promotion to W-4. It is presumed that this board will meet in May 1957.*

The Warrant Officer Act of 1954, which governs warrant officer promotions, provides that physical standards for advancement shall be the same as those prescribed for retention on active duty.

Therefore, if you are selected for promotion, and the medical examiners determine that your physical condition is such to permit your retention on active duty, then you will be considered physically qualified for promotion to W-4.

No provisions are made under current law, nor is it the policy of the Chief of Naval Personnel to grant waivers for promotion in the case of individuals who are not physically qualified.

In your case, you are in a limited duty status until March '57. If at that time you are found fit for full duty you will be ordered to sea.

Therefore, if your condition is such that you are fit for limited duty only, you will most likely remain in your present billet.

When an individual has as much service as you, it is the policy to keep them on active duty until they complete 20 years' service, assuming that their services can be utilized.—ED.

Shipboard Church Services

SIR: Several years ago the Lay Leader Program was initiated for the benefit of ships which have no chaplains.

I understand this has worked very well in both ComDesLant and ComCruDesPac, and I would like to see it expanded to include all the auxiliary ships of the Navy, such as AOs, AEs, AGs, AOGs, etc.

To accomplish this I suggest that a board be established by the Chief of Chaplains to work with all qualified lay leaders toward the establishment of a military layman league. Volunteers among ordained and licensed ministers and other qualified lay personnel in the enlisted ranks could be certified by this board and authorized to hold religious services for their ships in addition to their regular duties. The board could also make sure that these men are furnished religious materials and assistance by the commands under which the ships operate (ComServPac, ComServLant, etc.).

All persons qualified to handle such matters would be registered with the central board and a monthly letter could be circulated among them for an exchange of information and ideas. They could also be furnished the names and addresses of others in the movement so that they could get together and help each other out or hold joint services.

I do not feel that the expenses of the program would be very great, while its advantages would far outweigh the cost.—S.L.P., SK1, USN.

• *The Lay Leader Program, which has the full cognizance and backing of the Chief of Chaplains, is being expanded throughout the Navy as rapidly as possible. Under it, almost 10,000 services, with an attendance of over 163,000, were conducted in 1955.*

However, it is felt that the best way to insure the continued orderly development of such a movement is to keep it under the supervision of local chaplains, rather than a central board for the whole Navy.

The various commands, following criteria established by Fleet and force chaplains, and upon consultation with local chaplains, appoint lay leaders for individual ships.

Fleet, force and district chaplains are constantly on the lookout for ways to help in the movement and are well equipped to furnish lay leaders with religious materials and assistance. Through conferences just for lay leaders, which are being held more and more by force and Fleet chaplains, an interchange of ideas similar to that which you propose is being accomplished.

If you're interested in joining the program we suggest you contact the chaplain of your command.—ED.

Obligated Duty for ET School

SIR: Upon being ordered to ET conversion school, I lacked three months on my current enlistment to have the obligated service required for that school. I was told that I must reenlist early or agree to extend my enlistment for two years or else I could not go to school. Accordingly I extended my enlistment for two years. Since then I have been told that I need have extended for one year only. If such is the case, is there any way in which I can have my extension reduced to one year?

What are my chances of getting recruiting duty? I have 53 months' sea duty and believe I am qualified in all respects.—W.R.O., ETC, USN.

• *You're correct, Chief. You could have extended your enlistment for one year only as long as that was sufficient to give you the required obligated service for ET school under the conversion program. If you desire you may submit a request to the Chief of Naval Personnel (Attn: Pers B222) requesting that your agreement to extend be reduced to one year.*

In regard to recruiting duty, you're out of luck. ET is a critical rate and is not being utilized for recruiting duty at this time.—ED.

Shipping HHE from Two Locations

SIR: I am currently serving on board a ship home-ported at Sasebo, Japan, and have been ordered to recruiting duty at Baltimore, Md. When I was transferred here, I was advised to leave certain household effects at home as they would be of no use to me in Japan.

I realize that I'm entitled to have my household effects I have here with me shipped to my next duty station, but what about those I'll need that the Navy advised me to leave at home?

Is there any way that I can get them shipped at government expense from my home to Baltimore?—W.J.L., HM1, USN.

• *Regulations authorize the shipment of household goods within the prescribed weight limits from an individual's last permanent duty station to his new permanent duty station.*

When an individual does not desire to ship household effects to his new station, he is not thereby prevented from making shipment from his former permanent duty station (including his home) to a later permanent duty station.

In your case, both the household goods you have with you in Sasebo and those at your home may be shipped at government expense to Baltimore, your next permanent duty station, provided the total of both shipments is within the prescribed weight allowance for your pay grade. Application for shipment of household goods located at your home should be supported by your orders to and from Japan.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS *West Virginia* (BB 48)—The second annual reunion will be held in Gardena, Calif., on 8 December. For further information and reservations contact R. S. Kronberger, 14928 Mariposa Avenue, Gardena, Calif.

• USS *Leedstown* (AP 73)—A reunion will be held on 10 November in New York City. For details write to Frank A. Wiseman, 126 West 82nd Street, New York, N. Y.

• USS *LST 865*—Former crew members and officers interested in holding a reunion with time and place to be decided by mutual consent, contact Don Schlosser, 1590 Frank Road, Columbus 23, Ohio.

• *Ex-Apprentices Association* — The 49th annual reunion of the men who took part in the round-the-world cruise on 16 Dec 1907 will be held on 14 December in the U. S. Grant Hotel, San Diego, Calif. For information write Harry S. Morris, 726 Second Avenue, San Diego, Calif.

Leave En Route for Separation?

SIR: I am stationed on Guam and from all indications I will be here at the time I am due for release from active duty.

I would like to take leave in Japan just before my discharge, proceeding directly from leave to a separation center. My dependents are here with me and would accompany me on leave, then proceed directly to my home in Hawaii.

Although my personnel office says it is not possible for me to take leave in this manner, I have recently talked to a person from another activity who is obtaining orders of a similar nature.

I am aware that my dependents and I are entitled to one leave during a tour of duty here, to either Hong Kong, Manila, or Japan on a space available basis, but we would much prefer to go in the aforementioned manner.

A clarification of this, with reference to applicable instructions, would be appreciated.—S. Y., CD2, USNR.

• *Leave to visit Japan should be taken during your regular tour of duty in Guam, since BuPers Inst. 1910.5C, paragraph 6(c), states that "Personnel transferred for separation shall not be granted leave en route."*—ED.

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HOT FACTS

POINTERS ON HOW TO

The best way to combat fires is to prevent them. F
habit. Make a habit of keeping things squared

WHAT IS FIRE? FRIEND OR FOE

Fire was formerly regarded as a "tenuous material substance," and classed by the ancients with air, earth, and water as one of the four elements. Centuries later man discovered that fire was caused by a chemical reaction resulting from a combination of fuel, heat and oxygen. It was found that by removing any one of the three, fire could be extinguished.

IGNITION TEMPERATURE

In order to have a combustible fuel or substance take fire, it must be hot enough to burn and it must be heated to its ignition temperature. This is the temperature at which the vapor being given off by a substance will ignite spontaneously in the air. The substance does not have to be heated to this ignition temperature throughout to ignite.

TYPES OF FIRES

Fires in ordinary combustible materials (such as bedding, clothing, wood, canvas, rope, and paper) where the cooling effect of water is of first importance to extinguish them. The chief characteristic of Class A combustibles is the embers or ashes remaining after burning. Material of this type must be cooled throughout the entire mass before the fire is completely extinguished.

Fires in inflammable liquids (such as gasoline, oil, grease, paint, and turpentine). Materials of this type burn at the surface where the vapors are given off. Smothering or blanketing of the burning liquid is best for extinguishing this type of fire.

Fires in electrical equipment where the use of a "non-conducting" extinguishing agent is of first importance. In most electrical fires it will be necessary to de-energize the circuits (cut off the electricity) before any progress can be made.

HEAT IS TRANSMITTED BY

(1) CONDUCTION

Heat is transferred through a substance by direct contact. Thus a thick steel bulkhead with a fire on one side causes heat to be given off in adjoining compartments through the steel by conduction.

(2) CONVECTION

The heated air and gases rise from a fire bringing heat to all other combustible substances within reach.

(3) RADIATION

Heat is transmitted in all directions and no medium is required. It is this radiation which causes the feeling of heat when standing before an open fire.

DESTRUCTIVE FIRES ARE RESU

MEN

Fires never simply happen. They must be caused, and men, women and children are nearly always responsible.

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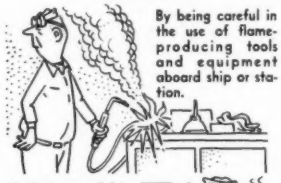
PERSONAL HABITS CAN MAK



By being careful in the use of flame-producing tools and equipment aboard ship or station.

Keeping containers of volatile liquids tightly closed.

By being careful in the use of open lights and electrical equipment where an explosive vapor might exist.

By using non-sparking tools where fire or explosive hazard exists.

PLAN OF ACTION

Give the alarm, notify at least one other person who can turn in the alarm.

When reporting the fire give an accurate description and location in a clear voice.

Inspect
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EQUIPMENT FOR FIGH

Many important pieces of fire-fighting g
passing of such apparatus as portable
suits, lifelines, the handy billy and oth
tus. Know where every piece of equip

Prepared by ALL HANDS Magazine

CTS ON FIRE

OW TO PREVENT FIRES

prevent them. Fire prevention must become a daily
things squared away and shipshape at all times.

ARE RESULT OF THREE CAUSES

WOMEN

Knowledge of what fire is, how it can begin and what must be done to prevent it, is essential, but how alone is insufficient.

CHILDREN

Caution is often tiresome, yet it is the only foolproof approach to the prevention of destructive fires.

S CAN MAKE OR BREAK FIRES

Keeping containers of volatile liquids tightly closed.

A match or cigarette carelessly tossed can start a fire as damaging as one caused by enemy action.

By using non-sparking tools where fire or explosive hazard exists.

By obeying Safety Signs. Don't smoke in magazines, paint lockers, or while fuel or ammo is being taken aboard.

REPORTING A FIRE

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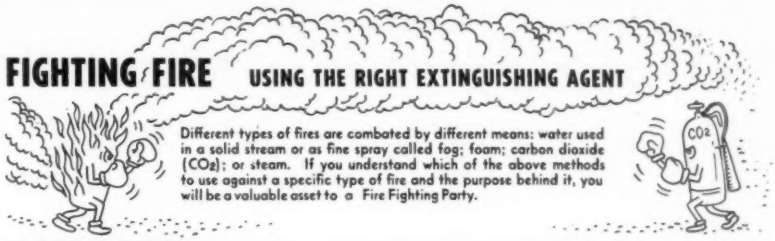
Inspect from a safe distance and attempt to determine what is burning.

Do what you can to extinguish or control the fire until help arrives.

NT FOR FIGHTING FIRE

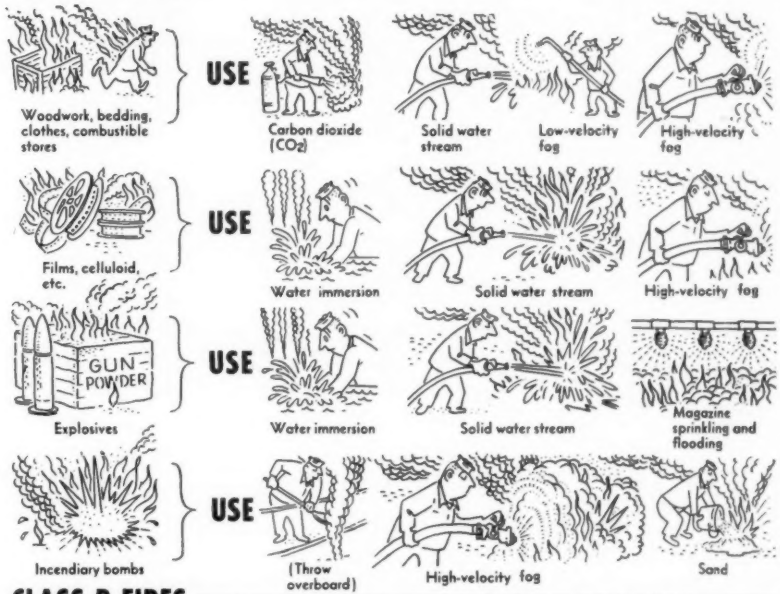
fighting gear not shown. Mention should be made in portable extinguishers, installed systems, asbestos and other gloves and oxygen rescue-breathing apparatus of equipment located. Know how to use it correctly.

FIGHTING FIRE — USING THE RIGHT EXTINGUISHING AGENT

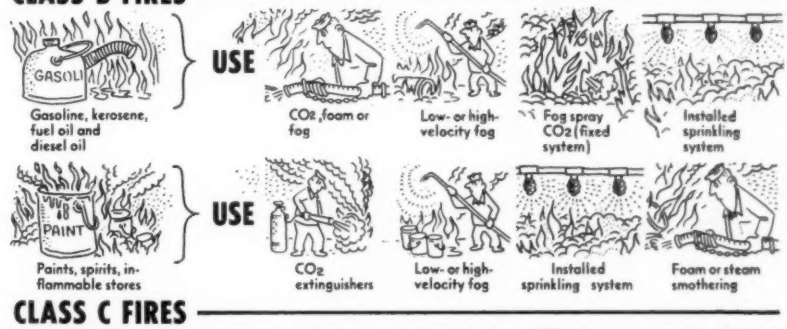


Different types of fires are combated by different means: water used in a solid stream or as fine spray called fog; foam; carbon dioxide (CO_2); or steam. If you understand which of the above methods to use against a specific type of fire and the purpose behind it, you will be a valuable asset to a Fire Fighting Party.

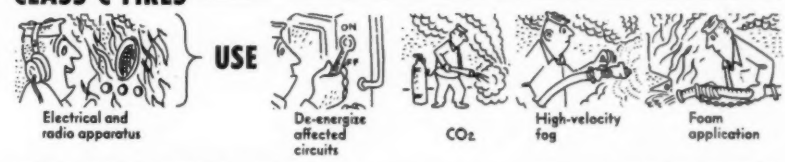
CLASS A FIRES



CLASS B FIRES



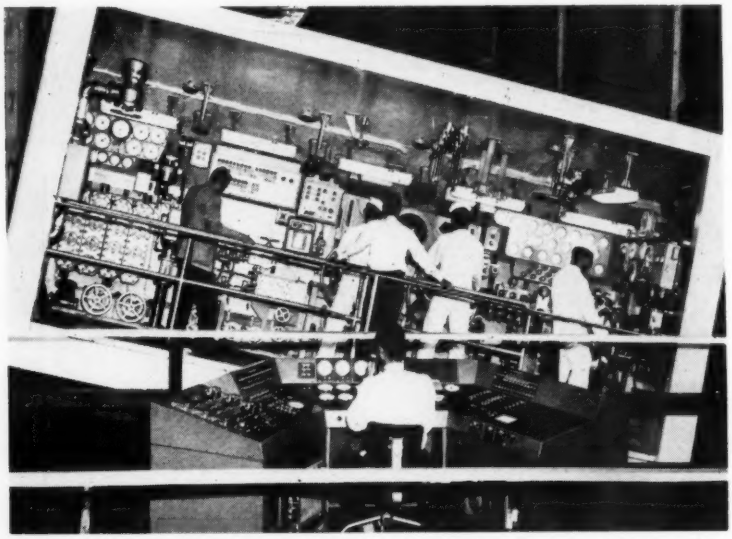
CLASS C FIRES



KEEP YOUR SHIRT ON — DON'T PANIC

Any clothing which covers your skin protects you in case of fire or explosion. Bare skin is cooked instantly by a flash from an explosion. If your clothes catch fire, don't run. This fans the flame; lie down and roll up in blanket, coat, or anything at hand.

★★★★ TODAY'S NAVY ★★★★



'ROCK 'N ROLL' SUB STYLE—Operator puts new Submarine Simulator into dive while future sub men at New London school get the feel of taking her down.

Navy Nuclear Reactor

The first controlled release of atomic energy in the nation's capital using a nuclear reactor was achieved in September as scientists started the Naval Research Laboratory's new atomic reactor. However, it will be several months before the reactor is officially placed in regular operation.

The reactor, of the so-called "pool" type, will be used as a major new research facility for the laboratory's investigations in physics, chemistry, metallurgy, and other scientific fields, including problems in reactor technology.

The Navy nuclear reactor is the first research reactor to be constructed, owned and operated by an agency of the Defense Department.

The reactor and its facilities for research are unclassified.

36,000-Mile Cruise

Uss *Intrepid* (CVA-11) has returned to the New York Naval Shipyard for an extensive conversion and modernization program, after concluding a NATO exercise cruise in the Mediterranean of more than 36,000 miles.

The itinerary of *Intrepid* included Cannes, France; Naples and Genoa, Italy; Salonika and Athens, Greece; Palma, Majorca; and Gibraltar.

During the flattop's six-month cruise, her planes flew a total of 11,061 flight hours in training missions. She has a crew of 3000.

Dry Land Dives

An elaborate new electronic training device, called the Universal Submarine Simulator, has been built to furnish dockside training for new recruits.

Submarine reactions are simulated from a control room mounted on a hydraulically actuated cradle anchored in concrete. It is run by a roomful of electronic computers which act as its engineroom, diving planes, ballast system, and "ocean."

When staffed by a crew of trainers, the control room will start up, dive, turn, and climb. At the direction of an instructor it will run into rough weather, fire torpedoes, develop a leak or engine failure, or simulate other emergencies. Steering and diving controls, switches, and lights, operated by students and instructors, feed signals into the simulator's computers, which figure out what a submarine would do under the circumstances.

By adjustment of its computer system, the simulator can be made to duplicate the control characteristics of all the various types of submarines now in use, plus a few still on the drawing boards.

Neptune on Skis

There's going to be skiing in a big way at the South Pole.

Four jet-equipped P2V-7 *Neptune* patrol bombers are being fitted with Bunyan-size skis for duty in the Antarctic. Measuring five feet wide and 16 feet long, the skis made of composite aluminum alloy and steel will be attached to the two-wheel main landing gear. A smaller ski will be mounted on the airplane's nose landing gear.

Provisions are being made for the wheels to remain stationary while the skis can move up or down, thereby permitting landings on either skis or wheels. When the wheels are retracted the skis serve as landing gear doors.

Each of the polar *Neptunes* will contain its own auxiliary power unit, insuring a source of power for take-offs from remote areas, and special heating equipment to provide hot air to the engines for preheating.

YESTERDAY'S NAVY

On 2 Nov 1943 American cruisers and destroyers turned back a Japanese naval force in the Battle of Empress Augusta Bay to save our Bougainville beachhead. On 7 Nov 1861 the Navy's gunfire drove Confederate defenders from Port Royal, S. C., to give the Union a vital base for Civil War naval operations. On Nov 8 1942 an Allied naval force landed troops at Casablanca, Oran and Algiers in the North African invasion of World War II. On 28 Nov 1775 the first Navy Regulations (principally the work of John Adams) were adopted by the Continental Congress.

Ships in Arctic Operation

Navymen in 34 ships are now headed Stateside, or have already returned, from a series of "real cool" operations which began in May. They were part of a force of 114 Navy, Coast Guard, Maritime Administration, MSTS and Royal Canadian Navy ships operated by the Military Sea Transportation Service to resupply DEW Line radar stations and other isolated outposts in the Far North.

Nineteen of the Navy ships participated in Project 572 West, Pacific phase of this year's DEW Line sealift to the Arctic, and seven were assigned to the Atlantic phase of that operation. Another six served in the SUNEC project, carrying supplies to Air Force bases and other outposts in Northeast Canada, Labrador and Greenland; one carried supplies to Department of Interior sealing stations in the Pribilof Islands; and one took part in the MONA LISA project.

Here's a listing of Navy-manned ships involved:

PROJECT 572 WEST

USS *Eldorado* (AGC 11)
USS *Burton Island* (AGB 1)
USS *Atka* (AGB 3)
USS *Staten Island* (AGB 5)
USS *Carter Hall* (LSD 3)
USS *Gunston Hall* (LSD 5)
USS *Requisite* (AGS 18)
USS *Grapple* (ARS 7)
USS *Current* (ARS 22)
USS *Grasp* (ARS 24)
USS *Safeguard* (ARS 25)
USS *Elkhorn* (AOG 7)
USS *Tombigbee* (AOG 11)
USS *San Bernardino County* (LST 1110)
USS *Chittenden County* (LST 561)
USS *Dunn County* (LST 742)
USS *Hillsborough County* (LST 827)
USS *Lincoln County* (LST 898)
USS *Mahoning County* (LST 914)

PROJECT 572 EAST

USS *Edisto* (AGB 2)
USS *Ashland* (LSD 1)
USS *Lindenwald* (LSD 6)
USS *Shadwell* (LSD 15)
USS *Donner* (LSD 20)
USS *San Marcos* (LSD 25)
USS *Fort Mandan* (LSD 21)

SUNEC

USS *Rushmore* (LSD 14)
USS *Casa Grande* (LSD 13)
USS *Preserver* (ARS 8)
USS *Opportune* (ARS 41)
USS *Hoist* (ARS 40)
USS *Avenge* (MSO 423)

PRIBILOF ISLANDS

USS *Washburn* (AKA 108)

MONA LISA

USS *Whitemarsh* (LSD 8)

Welcome back. You're just in time for a warm Stateside winter.

Commendation for Submarine Sailor

"Outstanding courage . . . initiative . . . inspiring actions"—these are standard expressions, and may be found in any one of a thousand citations and commendations for one thing or another. Frequent use has not dimmed their value, however, but has served to point up the qualities displayed innumerable times by Navymen when disaster threatens.

One example is furnished by the case of Charles E. Payne, TM1(SS), USN, who was recently presented the Navy Commendation Ribbon with Metal Pendant at ceremonies aboard USS *Pomodon* (SS 486). The award recognized the heroism displayed by Payne when escaping hydrogen gas from *Pomodon's* batteries exploded in the submarine's forward torpedo room last year while she was docked at Hunter's Point.

Immediately after the explosion "Payne unhesitatingly entered the smoke-filled forward torpedo room in order to evacuate casualties. Although forced from time to time to go topside for fresh air, he continued to aid in the evacuation of the dead and injured and to help fight the fire until compelled to go to the shipyard infirmary for treatment of smoke inhalation. Later he returned to his ship and continued to assist in controlling the fire until forced to leave for the infirmary a second time."

Payne's Commendation Ribbon with Metal Pendant, accompanied by a citation over the signature of Secretary of the Navy Charles S. Thomas, was just one of 48 such awards made in the past year.

Money and Muscle Saver

A real back-saving gimmick has been developed by the Norfolk Naval Supply Center. This gimmick promises to save a lot of sweat and sore muscles as well as saving taxpayer dollars in warehouse operations throughout the Navy.

The device is a rectangular steel frame with eight moveable steel straps that fits on a forklift truck. Its purpose is to move loaded storage bins without disturbing their contents.

The forklift is driven to the storage bin where it lowers the device down on top of the bin. The straps are then bolted to it. Contents undisturbed, the bin section is then lifted onto the dock trailer.

When the trailer has been towed to another location, another forklift outfitted with another bin lifter can repeat the process of removal.

ROUGH GOING — Destroyermen of *USS Stembel* (DD 644) muster seamanship for approach to *USS Yorktown* (CVA 10) for refueling in stormy waters.

TAKING REVIEW at Long Beach, during 'Mrs. U. S. Navy' ceremonies, are (l to r) VADM Holloway, SecNav Thomas

Locker Music

Almost everyone at one time is addicted to some hobby or other. To the delight of the enlisted personnel of the staff of the Airborne Early Warning Wing Atlantic in Argentia, Newfoundland, Airman Apprentice Frank Westin's avocation is one that can be shared by all.

His major interest, electronics in general and hi-fidelity sound in particular, has provided many hours of diversified entertainment pleasure for his 60 shipmates.

Westin's "Operations Control Center," a six-foot by two-foot locker, is a maze of electrical gear which includes a three-speed phonograph, pre-amplifier, amplifiers, short wave receiver, speakers, a raft of phonograph records and a variety of not-so-easily described tools and electronic equipment.

Because of Westin's interest, the enlisted men of the unit are now enjoying TV. The television set, a gift to the enlisted personnel by one of the officers of the AEW staff, was in need of some repairs when first received. Westin formed a damage control party of one and plunged into his box of electrical items to remedy the set's ills. With soldering iron and an assortment of transplanted parts he soon had the set in 4.0 working condition. The addition of the TV set necessitated an antenna. So Westin went steeplejack to achieve the desired effect.

Westin's short wave radio is the newest addition to his collection, obtained through a swap for a tape recorder before World Series time. What's he striking for? AT, of course.—Don Wozniak, JOSN, USN.

House-Hunting for a Battalion Overseas Is Big Success

Finding a house for just one family can be a tough proposition, even in the States, but what would you do if you had to find 23 houses for 23 families overseas? This was the problem that faced Cargo Handling Battalion Two when it was preparing for a home-port switch from Guam to Sasebo, Japan.

To be eligible for concurrent travel, the families of battalion personnel had to accept private Japanese housing and the housing had to be located before the move. The task of finding living quarters fell to LT G. B. Halperin, SC, USN, who set out for Sasebo on his expedition about a month ahead of the scheduled transfer.

There, with valuable assistance from local naval personnel, the battalion's house hunter negotiated with Japanese real estate men and searched and searched. He returned to Guam two weeks later to report his mission accomplished. The housing had been found and arrangements had even been made to outfit the 23 places with initial supplies of soap, soap powder, light bulbs, basic stocks of easy-to-prepare food items, furniture, stoves and refrigerators.

The move itself went off without a hitch. Two planes of the Fleet Logistic Air Wing sped the Navymen and a total of 59 dependents to Japan and MSTS hauled the battalion gear, household goods and vehicles. The family pets made the MSTS trip too—demonstrating that even cats and dogs can get into the act when the Navy goes all-out to take care of its own.

Navy Training in Jets

Naval aviation training is undergoing a revision of its curriculum and schedule which will better enable it to meet the demands of the all-jet naval air force of the future.

The plan provides two major changes in the flight training program. Future jet pilots will take attack-fighter training in the T-28 *Trojan* and ultimately in the basic jet trainer, while multi-engine students will fly the SNJ single-engine and SNB multi-engine trainers and later, the T-28 and S2F in training.

By 1960 it is anticipated that the attack-fighter training program will be conducted in jet aircraft operating from jet facilities at NAAS Whiting Field and the new jet base in the Greater Pensacola complex.

Preflight training will remain basically the same. After eight weeks of primary training at NAAS Corry Field, 56 per cent of the students go to NAAS Whiting Field for VF/VA basic jet training while 44 per cent take up the VS/VP phase at NAAS Saufley Field.

Jet students will spend 18 and one-half weeks at Whiting Field, making the transition from the T-34B to the T-28, and receiving instruction in navigation, radio, for-

mation flying, night instrument flying and aerobatics. Then they go to NAAS Barin Field for five weeks of gunnery exercises and carrier qualification.

Future multi-engine pilots will take their next phase of instruction at Saufley Field, spending 16 weeks learning formation flight, precision flying, night flight and aerobatics. Upon completion of this phase they move to NAAS Barin Field for eight weeks of instruction in radio instruments, day and night navigation and carrier qualification.

The new program will give pilots a total of approximately 156 hours of flight time under instruction, as compared to 160 hours under the present course.

NIGHT FIRE DRILL sends crew members of *USS Sierra* (AD 18) into swift action. Fire drills like this keep Navymen throughout the Fleet in fire fighting tirm.

They Cured Lots of Headaches

A thousand or so aches, pains and bruises per day can mean a lot of headaches for someone, but the hospital corpsmen acting as pharmacists at U. S. Naval Hospital, San Diego, Calif., handle the situation with ease.

During the first six months of 1956, the pharmacy and its "branch office" at NAS North Island filled a total of 155,000 prescriptions without charge to Navymen and their dependents. More than 60 per cent of these prescriptions were destined for outpatients — retired personnel and dependents from all branches of the armed forces.

During July, nearly 20,000 prescriptions were filled solely for outpatients. Waiting time is reduced to a minimum by a continuous process of prepacking and compounding.

Fifty gallons of liquid prescriptions for internal consumption—65 per cent of the total—are compounded at the naval pharmacy each week. 1200 gallons of cough syrup are dispensed each year.

15,000 Guests Come Aboard—and BM Wins Popularity Contest

Visiting hours are common occurrences aboard *USS Northampton* (CLC 1) when in port, but the ship was not entirely prepared for 15,000 unexpected guests during a stopover at Istanbul, Turkey.

Early in the afternoon, the officer of the deck and six sideboys were ready to render honors to departing guests of Commander Cruiser Division Four, when a swarm of bees approached the ship.

One of the members in the oncoming air group swooped down for a quick investigation, looked interested, then landed aboard, followed quickly by the rest of the party. They appeared to be especially attracted to the forward accommodation ladder.

With honors for the departing visitors completed, the crew now turned to for the job of handling the uninvited guests. Senior boatswain's mate of the watch, Charles H. Edwards, BM2, volunteered to take care of them. He had raised bees back home in Calhoun, Ga.

With aid from various storerooms, a pasteboard box and cheesecloth face mask were soon placed in operation. Edwards began scraping off the bees—gently—with his bare hands. He confidently explained that there was virtually no danger of stings when the bees are handled properly.

BEE-HANDLING BM2, C. H. Edwards, takes bees in hand to move them from *Northampton*.

The ship's company was willing to take his word for it.

When the job was completed, the final count was 14,988 (approx.) in pasteboard box, seven flying aimlessly out of reach and five casualties—all on the bees' side.

No one suffered stings, and as the operation was completed just in time for the bees to make the 1800 boat, they were swiftly transported to the Fleet landing at no expense to the government.

Ashore, the problem of what to do with 14,988 bees was solved when they were gratefully accepted by the policeman on duty at the landing. He too was a keeper of bees and member of a bee club.

—Tom Carlson, JO3, USN

WESTERN SHARPSHOOTERS who defeated East in 1956 All-Navy matches include Navy winners in National Rifle and Pistol matches. (l to r) Kneeling: D. McCoy, I. N. McKee, and A. W. Sievers. Standing: D. R. Sherman, A. A. LeTourneau, D. O. Pineo, F. F. Darton, and V. H. Farr. *Right:* Capt E. E. Hedblom (MC) eyes target.

Rifle and Pistol Matches

Navy's Rifle and Pistol teams made a final showing in the National Rifle and Pistol Matches held at Camp Perry, Ohio, this year. The event marked the second time an All-Navy team had been entered in the past 25 years.

In the National Trophy team pistol matches, the Navy squad finished sixth out of 67 teams while the team in the National Trophy rifle matches finished 19th out of 90.

The most outstanding individual performance by a Navy shooter in the national matches was made by Chief Machinst Offutt Pinion, USN, of NAS Atlantic City, N. J. Pinion ousted defending world and 1952 Olympic champion Huelet Benner, Army master sergeant, in the International Free Pistol Match by a decisive 11 points.

Pinion also won first place in the International Aggregate, plus six other pistol medals, including a bronze medal in the National Trophy Individual pistol match. CWO Pinion was the only Navyman to be selected to the 1956 American Olympic pistol squad.

John Lucas, ADC, USN, of Fleet Air Service Squadron Three at NAS Norfolk, Va., just barely missed winning the National Trophy Individual pistol match by one point. Marine Lieutenant Bill McMillan took first place honors with a 291 score. Chief Lucas, incidentally, won four other individual pistol awards.

Ralph C. Edwards, AMC, USN, of NATTC Memphis, Tenn., broke the old national record for the National Trophy Individual rifle match with a resounding 245 score, but could only place second. Marine Staff Sergeant V.D. Mitchell scored an astounding 246 out of 250 with 19 V's to win first place.

Edwards, who just this year qualified as a Navy Distinguished Pistol shot, was high Navyman in the President's rifle match with a 144 score and was 12th in the Match Rifle Open Championship.

There were a number of other Navymen who won honors in the 1956 matches. David E. Myrick, HM1, USN, of NAS Pensacola, Fla., won 14 expert pistol medals, including 2nd Expert in the Grand Aggregate.

Captain E. E. Hedblom, MC, USN, of Operation Deepfreeze, won three individual pistol medals, including his second gold medal in the National Trophy Individual matches. Captain Hedblom, who was officer-in-charge of the All-Navy team for the second consecutive year, also entered rifle competition for the first time in his career. The Navy medico was the only sea-service shooter to win a medal in the Navy Cup Match. Dr. Hedblom also placed in the sharpshooter class in the Service Rifle Grand Aggregate.

High man for the Navy team in the Service Rifle Grand Aggregate was Arthur W. Sievers, AOC (AP), USN, of NAS Brown Field, San Diego. Chief Sievers, the only Navy Smallbore rifle competitor, won three medals in the match.

In the Roumanian Trophy team match, the All-Navy team members were handicapped in that they had only three match rifles with which to compete. Despite this obstacle, which is similar to trying to practice baseball without a ball, the Navy Blue team finished 10th out of 73 teams in the Expert Class and the Gold team placed 4th out of 10 teams in the Sharpshooter Class.

The team from NTC Great Lakes, which was equipped with match rifles, won the championships in the Marksman Class of this match.

The All-Navy Rifle Team also competed in the Herrick Trophy Match, which is fired at 1000 yards. The team finished up 22nd out of 51 Expert teams, although they again competed without match-conditioned rifles.

One of the most renowned of Navy rifle shooters to compete in this year's National Matches was Captain T. Oscar Dahl, USN. Captain Dahl is the only Navyman to hold both the Distinguished Rifle and Distinguished Pistol awards. He returned to competition this year after a 25-year lay-off and finished as 4th ranking Navyman in the National Trophy Individual Rifle Match.

Navymen winning two medals each were: Victor H. Farr, GMC, USN, of NAS North Island, San Diego, rifle and pistol; M. E. Hen-

drix, ADC, USN, of NAS Pensacola, Fla., two pistol medals; and E. J. Artels, AMC, USN, of VP-21, at NAS Brunswick, Me., two rifle medals.

Winners of one medal each were: Norman C. Wettestead, ICC, USN, of NTC Great Lakes, rifle; D. R. Sherman, GMC, USN, NTC San Diego, Silver Medal in 1000-yard Wimbledon Match; Ivan N. McKee, GMC, USN, NTC San Diego, pistol; G. P. DeFino, TM1, USN, NAS North Island San Diego, pistol; and John C. Ketzler, GM1, USN, NTC Great Lakes, pistol.

Navy's sixth place pistol team was made up of Lucas, Pinion, Donald C. McCoy, AOC, USN, and William H. Mellon, AOC, USN, both of San Diego. The rifle team was composed of Captains Dahl and Hedblom and CPOs Edwards and Sievers.

All told, Navy participants in the 1956 National Rifle and Pistol Matches picked up 63 medals and trophies. In addition, this year's team showed tremendous improvement over the performance of last year's squad.

This year's All-Navy team did an excellent job, considering the problems they were faced with. Next year, it is expected that an even better team will be entered in the National Matches, capable of competing on an equal footing with the cream of the shooters from the Marine Corps, Army, Air Force, Coast Guard, police and civilian clubs.

Yards to Meters

Since most of the American track records are in yards and the Olympic running is on the metric system, here's an easy chart that you may want to copy for future reference. These are the metric equivalents in relation to yards.

100 meters—109 yards, 1 foot, 1 inch.

110 meters—120 yards, 10.7 inches.

200 meters—218 yards, 2 feet, 2 inches.

400 meters—437 yards, 1 foot, 4 inches.

800 meters—874 yards, 2 feet, 1 inch.

1500 meters—1640 yards, 1 foot, 3 inches (or 119 yards, 1 foot, 9 inches short of one mile).

5000 meters—Approximately 3.1 miles.

10,000 meters—Approximately 6.2 miles.

SIDELINE STRATEGY

THE U.S. NAVY will be well represented in the 1956 Olympics in Australia, both among the competitors and the spectators. A number of Navy ships, including USS *Lexington* (CVA 16), USS *Bremerton* (CA 130), USS *Bream* (SSK 243), USS *Ernest G. Small* (DDR 838), USS *Harry E. Hubbard* (DD 748), USS *McKean* (DDR 784) and USS *Alfred A. Cunningham* (DD 752), will be in Australian waters and will make a call at Melbourne during the time of the Olympic Games.

To date, 17 Navymen have qualified for berths on the various Olympic teams. Still to be determined at press time were places on the weightlifting and boxing teams. Navymen were competing in both trials.

Those Navymen already qualified for the American Olympic team are: Jack Davis, Milt Campbell and Ben Garcia, *track and field;* Allen Bell, *cycling;* Bill Andre and Sewall Shurtz, *fencing;* James Fifer, Dan Ayrault and Roger Bullard, *rowing.*

Reid Patterson, *swimming;* Offutt Pinion, *pistol;* Pete Blair, *wrestling;* Ferdinand Schoettle and Robert Stinson, *yachting;* Russell Dermond and John Pagkos, *canoe;* and Hugh Wiley, member of the *equestrian* team which competed in the summer games.

★ ★ ★

The United States contingent, as well as athletes from the other nations, will be housed in a huge "Olympic Village" specially constructed for this event. It will take over 2200 people to run the village. Included in this working group will be 1200 waitresses, 200 chefs, 50 kitchen assistants, 150 interpreters, 100 administrative people, and 500 maintenance employees. Over 160 chefs have been imported from other countries.

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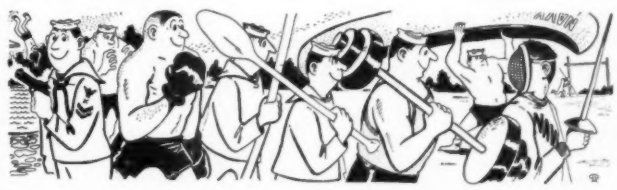
The Main Stadium in Melbourne will seat 110,000 spectators. The stadium also contains 50 broadcasting studios, 41 dressing rooms, administrative offices and a communications network that would do justice to a small city. . . . About 800 athletes from 60 countries will compete in 33 track and field events to be held in the Main Stadium. To control these events, more than 300 officials will be needed. . . . According to Olympic rules, even the officials must be "pure" amateurs. . . . It is expected that some 1,200,000 tickets will be sold to the various events in this year's Olympics. The actual attendance, will be much greater. For example, in the Main Stadium, some 800 seats have been reserved for the working press alone. This doesn't include the visiting press, radio and TV people, and cameramen. . . . In staggered start races, such as the 200- and 400-meters, each runner will have a loudspeaker beside him. Each speaker is electrically connected to a lapel transmitter on the starter so that his commands and the pistol shot will reach all competitors at the same time.

—Rudy C. Garcia, JOC, USN.



THE BULLETIN BOARD

Facts for EMs Planning to Take February Advancement Exams

ONCE AGAIN you will have an opportunity to advance in rate. Examinations are scheduled this February for all ratings in pay grades E-4 through E-7, except for the PI and AL ratings which are being consolidated with other ratings.

Advancement opportunities continue to be excellent in most ratings, but plenty of good hard study will be necessary if you are to meet the competition. To help you, your commanding officer has been alerted to step up your in-service training so that you will be prepared to face the Big Day.

Examinations will be held on these dates for advancement to the following grades:

- Pay grade E-7 (CPO) — Tuesday 5 Feb 1957
- Pay grade E-4 (PO3) — Thursday 7 Feb 1957
- Pay grade E-5 (PO2) — Tuesday 12 Feb 1957
- Pay grade E-6 (PO1) — Thursday 14 Feb 1957

Examinations will be held for:

- Advancement in rate of USN and USNR personnel on active duty with the Regular Naval Establishment and Naval Reserve personnel in training and administrative billets with the Naval Reserve (TAR).
- Change in rating from AL to AT. No exams will be provided for the AL rating.
- Change in rating from PI to LI. No exams will be provided for the PI rating.
- Change in rating to GS, GF and AQ.

SNs attached to a command having an allowance for PHs may participate in the exam for PH3, if qualified.

As usual, it will be necessary to apply quota restrictions to certain rates owing to:

- The total number of personnel in the rate or rating exceeding the requirements.
- The total number of personnel in a pay grade exceeding the requirements for that pay grade.
- Limitations on the total number of petty officers that may be on active duty in the Navy.

"We're millionaires Joe! Millionaires, we can live like kings now!"

USN and TAR personnel in pay grade E-3, who are recommended for advancement and nominated to participate in the ET, FT, AD, AC, AO, AQ, AB, AE, AM or PH examination for pay grade E-4 will be examined for advancement to an activated selective emergency service rate only. (See below for a list of these rates).

Personnel identified as strikers for a selective emergency service rate may advance only to the status Emergency Service Rate. If not included in this category, you will be nominated for the selective emergency service rate for which you are considered best qualified on the basis of in-service training or demonstrated ability.

USNR personnel, except TARs, may be examined and advanced to any related emergency service rate in their path of advancement even though such rate has not been activated for USN and TAR personnel.

(For example, if you are a Reservist you may be examined and advanced to either FTM3, FTU3, FTA3, FTL3, FTE3 or FTG3. If you are a Regular Navyman or a TAR, you could not be examined for or advanced to FTG3, since it has not been activated.)

Separate examinations will be held for the new signalman and quartermaster ratings. Qualifications Change No. 7 to the *Manual of* for advancement are included in *Qualifications for Advancement in Rating* (NavPers 18068, Rev. 9-52).

Performance tests prepared and distributed for the old (combined) quartermaster rating will be administered to personnel who may be nominated for advancement in the signalman of new quartermaster ratings. The new qualifications required for advancement in these ratings will include the performance test standards to be used in scoring performance tests for the February and following examinations. (Advance information on these standards were included in BuPers Notice 1418 of 10 Sep 1956.)

The CAA certificate requirement for advancement to all pay grades in the air controlman rating is waived for the February exam for air controlmen who are not assigned to control tower duties.

All performance tests must be taken before the date of the service-wide competitive examinations.

Here is a list of the emergency service rates in which personnel being examined for pay grade E-4 may compete next February:

***Electronics Technician*—ETN3, ETR3, ETS3**
***Fire Control Technician**—FTM3, FTU3, FTA3, FTL3, FTE3**
***Aviation Machinist's Mate**—ADR3, ADJ3**
Air Controlman*—ACW3, ACR3, ACT3**
***Photographer's Mate**—PHG3, PHA3**
***Aviation Ordnanceman*—AOU3, AOT3**
***Aviation Fire Control Technician*—AQF3, AQB3**
***Aviation Boatswain's Mate**—ABU3, ABG3**
***Aviation Electrician's Mate*—AEM3, AEI3**
***Aviation Structural Mechanic*—AMS3, AMH3**
***Parachute Rigger*—PRS3, PRM3**

***Only Reserve personnel, excluding TARs, are permitted to participate in the examination for: FTG3, ADP3, PHR3, PHL3, PHM3, ABA3.**

****Personnel participating in the examination for ACW3 will take the RD3 examination.**

Personnel will not be examined for the general service rates of ET3,

FT3, AD3, AC3, PH3, AO3, AQ3, AB3, AE3, AM3, or PR3. Regular Navy and TAR personnel will be examined only for advancement to the appropriate selective emergency service rate.

Stenographic performance tests are no longer waived. All methods of taking dictation (including Stenomask) are acceptable in fulfilling stenographic performance test requirements. If Navy-provided stenotype or Stenomask equipment is not available when you take the performance test, the equipment must be furnished by you.

Reimbursement Due for Moving HHE Between Certain Dates

If your pay account was checked for excess weight because of a transfer to a duty station you may, under certain limited conditions, be entitled to a refund.

As a result of passage of Public Law 823, 84th Congress, if you were transferred to a duty station outside the continental United States or in Alaska from the United States *before* 10 Jul 1952, the weight limitations established by the Department of Defense Appropriation Act of 1953 are not effective provided you were transferred:

- To any one or more *other* duty stations outside the continental United States or Alaska *after* 9 Jul 1952 and before your transfer back to the United States; or
- Back to the United States under orders which relieved you from a duty station outside the continental United States or Alaska *after* 9 Jul 1952, and *before* 1 Jul 1953.

As you know, you are entitled on each transfer, to transportation, packing, crating, temporary storage, drayage and unpacking of your household goods. If you have made a repayment because the net weight of your household goods and personal effects exceeded the weight limitations (of Section 632 of the DOD Appropriation Act of 1953), you may be paid the amount involved, if otherwise proper.

If you received orders between the dates cited above and your pay account was checked because of weight limitations, it is suggested that you submit a claim for reimbursement to the Officer in Charge, Navy Regional Accounts Office, Code FF, Wash. 25, D. C.

Latest List of Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in September.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

The Left Hand of God (604) (C) (WS): Drama; Humphrey Bogart, Gene Tierney.

A Day of Fury (605) (C): Adventure Drama; Dale Robertson, Jock Mahoney.

Africana (606) (C); Documentary; No cast.

The Wild Dakotas (607); Western; Bill Williams, Jim Davis.

Meet Me in Las Vegas (608) (C): Musical, Dan Dailey, Cyd Charisse.

A Man Called Peter (609) (C) (WS): Biographical Drama; Richard Todd, Jean Peters.

Star in the Dust (610) (C): Western; John Agar, Mamie Van Doren.

Crashing Las Vegas (611): Comedy; Leo Gorcey, Huntz Hall.

Screaming Eagles (612): Drama; Tom Tryon, Jacqueline Beer.

New Faces (613) (C): Musical; Eartha Kitt, Robert Clary.

Chief, you better square away that new striker about mine-sweeping duty.

Daddy Long Legs (614) (C) (WS): Musical Drama; Fred Astaire, Leslie Caron.

Three for Jamie Dawn (615): Crime Drama; Laraine Day, Richard Carlson.

Over-Exposed (616): Drama; Cleo Moore, Richard Greene.

The Gamma People (617): Drama; Paul Douglas, Eva Bartok.

Serenade (618) (C): Drama; Mario Lanza, Joan Fontaine.

The Seven Year Itch (619) (C) (WS): Comedy; Marilyn Monroe, Tom Ewell.

The Killing (620): Murder; Sterling Hayden, Coleen Gray.

Nightmare (621): Drama; Edward G. Robinson, Kevin McCarthy.

Fury at Gunsight Pass (622): Western; Richard Long, Lisa Davis.

Fastest Gun Alive (623): Adventure Drama; Glenn Ford, Jeanne Crain.

Guys and Dolls (624) (C): Musical; Marlon Brando, Jean Simmons.

The Leather Saint (625): Comedy Drama; Paul Douglas, John Derek.

Terror at Midnight (626): Mystery; Scott Brady, Joan Vohs.

Last of the Desperados (627): Western; James Craig, Margia Dean.

The Tender Trap (628) (C): Comedy; Frank Sinatra, Debbie Reynolds.

Study Courses Ready for SSOs and Watch Officers

Two new officer correspondence courses are available at the Naval Correspondence Course Center.

Special Services (NavPers 10969-A) is a four-assignment course evaluated at eight Naval Reserve points credit. This course replaces the previously offered course entitled *Welfare and Recreation* (NavPers 10969). Personnel who completed the earlier course will receive additional credit for NavPers 10969-A if otherwise eligible to receive credit in this subject.

The Watch Officer (NavPers 10719) is a three-assignment course evaluated at six Naval Reserve points credit.

Application for enrollment should be made on form NavPers 992 (Rev 10/54 or later), forwarded via official channels to the Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

Here's Another Way to Win Your Four-Year College Education

LIKE TO RECEIVE a four-year college education at no cost to you while serving on active duty in the Navy? It can be done if you are qualified and are selected for the Navy Enlisted Advanced School Program. Applications must be received by the Chief of Naval Personnel before 31 December.

Here's the story: Because of the ever increasing complexity of technical equipment in present day naval ships and aircraft, the Chief of Naval Personnel considers it essential to increase in every way the competence and skill of enlisted personnel.

To help achieve this competence, a program providing a total of four years of college level training in civilian universities and advanced naval schools has been established for selected petty officers.

These four years will not be continuous. Maximum periods of two years, with service and operating assignments of at least four years between training and education assignments will be the schedule.

So that the Navy will receive some benefit from this specialized training, you will be required to obligate yourself for two years of service for each year of education. Thus, if you were to complete the entire program, it will be necessary to serve 12 years on active duty in the naval service after your enrollment.

"Whose turn is it to say something funny for this cartoon?"

If selected, you will be ordered to the Naval Preparatory School, NTC, Bainbridge, Md., for approximately nine weeks, reporting on 1 June of the year in which you are selected. You will then receive orders for school to commence the fall term. The first period of training will consist of two school years. During summer vacation you will be ordered to duties appropriate to your rating and consistent with your academic program. You will receive normal leave during the Christmas holidays and other breaks in the academic year.

Following this two years' schooling, you will return to the Fleet and will be assigned general duty within your rating for four years. At the end of this period and if still qualified, you will be eligible for duty for the second phase.

Each of the two educational and training phases will count as a normal tour of shore duty. If you have had some previous college education it may be incorporated into this program.

It might also be noted that you will continue to be eligible for advancement in rating under the same regulations applicable to your rating group.

The program will not jeopardize your selection opportunity for officer status, including LDO and warrant grade, or any educational programs available to officers in these categories.

The program is open only to men. To qualify, you must:

- Be a third class petty officer or above, in any rating. Earlier, only certain ratings were eligible.
- Have at least three years' active naval service and not have reached the age of 25 by 1 July of the year originally selected.
- Be a high school graduate or possess high school level GED test scores in the 90th percentile or better in certain portions. High school transcripts must be received by the Chief of Naval Personnel (Attn: Pers B2133) in time for selection. If you do not make the deadline on this, you will not be considered for selection this year.
- Have GCT plus ARI equal to 118.
- Have six years' obligated service as of 1 July of the year in which you are selected.
- Be physically qualified.
- Be a citizen of the United States.
- Be recommended by your commanding officer.

Your marital status is immaterial. You may be either married or single. A security clearance will be required when you are selected.

Further details may be found in BuPers Inst. 1510.69A.

Naval Communication Station Is No Mail Clearing Outfit

Look, fellas, if you want to communicate—by mail—with anyone in the operating forces, it's really quite simple. No need to say anything at all about Naval Communication Station. That's for something else. Just write the man's name on the outside of the envelope, followed by his rank or rate, serial or service number, see? Then you write his division, vessel or station and, if appropriate, Fleet Post Office. The June 1956 issue of ALL HANDS tells you all about it on page 45.

The CO of the Naval Communication Station in Washington tells us, more in sorrow than anger, that he's running into a considerable administrative problem because so many of you are addressing your letters to him instead of where you want them to go. He wants us to do something about it.

So we are and this is it and we quote:

"As you know, this is a communication station purely — with the assigned mission of 'providing communication support to the naval establishment' by primary and relay circuits. It is unfortunate that so many personnel have given such a literal interpretation to Naval Communication Station.

"I am sure you will agree that anything we may do to speed personal mail directed to the members of the armed forces on its way is well worth any effort."

We certainly do agree, Captain, and that's why we say:

Look, fellas, it's really quite simple . . .

New Manual of Qualifications For Warrant Officers Will Be Distributed In January

The long-awaited *Manual of Qualifications for Warrant Officers* (NavPers 18455) will be ready for distribution to all ships and stations in January.

The manual is designed for use as a guide in the selection of personnel for appointment to warrant officer status, determination of warrant officer complements and allowances, distribution and assignment, development of training requirements and curricula, preparation of competitive examinations for advancement, and career planning for enlisted personnel.

The new manual contains qualifications requirements for each warrant officer category and designator and provides basic and comprehensive warrant officer occupational information.

It lists those duties which warrant officers should be capable of performing and those knowledges which they should possess in order to carry out their administrative, supervisory, and technical responsibilities.

Beginning with general qualifications, listing requirements of a general nature applicable to all warrant officers regardless of category or designator, and dealing primarily with military qualifications, the manual is further divided into sections containing professional qualifications applicable to specific warrant categories.

Each "professional" section is divided into three main parts. The first contains a brief summary statement of duty requirements for each warrant officer category. It is followed by "performance" and "academic" sections.

The "performance" section lists those duties and responsibilities which are normally required of a warrant officer in the performance of his billet assignments which are capable of demonstration. The "academic" section lists those knowledges which a warrant officer should possess in order to carry out his assigned duties and responsibilities.

The manual will include separate sections for each of the following 24 categories:

Aviation Operations Technician (711); Boatswain (713); Aviation Ordnance Technician (721); Surface Ordnance Technician (723); Ordnance Control Technician (724); Underwater Ordnance Technician (733); Mine Warfare Technician (734); Aviation Maintenance Technician (741); Machinist (743); Equipment Foreman (749); Electrician (754); Construction Electrician (759); Aviation Electronics Technician (761); Communications Technician (764); Electronics Technician (766); Ship Repair Technician (774); Building Foreman (779); Ship's Clerk (782); Bandmaster (785); Supply Clerk (798); Medical Service Warrant (817); Dental Service Warrant (818); Aerographer (821); Photo (831).

HOW DID IT START

Amphibious Warfare

Little was heard of amphibious operations until World War II, which produced the greatest series of landing operations in history.

The magnitude in size and number, as well as the diversity of the landings throughout the vast Pacific, in Europe, the Mediterranean and in North Africa, created the impression that amphibious warfare was something new.

It's not. Amphibious landings have been made in all parts of the world as far back as when recorded man first took to the seas to wage war.

The first amphibious landing on record goes back more than 3000 years. It occurred when the Greeks made a half-legendary attack upon the city of Troy after crossing the Aegean Sea.

Some 700 years later, Darius the Great, the Persian ruler, launched a water-borne attack against the Greeks. The idea for our LSTs of today was conceived from landing craft with runways for horses that Darius had built for his attack in 490 B.C.

During early times many other amphibious operations were recorded—some successful, some failures. Julius Ceasar landed two Roman legions on the coast of Kent in 55 B.C. and the following year crossed the Thames with five legions. Another amphib operation worthy of note is the British invasion of Normandy in July 1346, almost 600 years before the greatest amphibious assault in history—on D-Day in World War II—on the same shores.

The first U.S. amphibious operation was made in 1776 when sailors and marines stormed ashore in the Bahamas. During the next 165 years, U.S. amphibious operations remained something of an oddity (however, just under 200 were recorded during that period).

The U.S. first began "large-scale" amphibious training in 1898. This resulted in the development of rapid ship-to-shore movements and improved landing tactics. It really paid off during the Spanish-American War when U.S. troops successfully seized Guantanamo Bay, Cuba.

As early as 1902 the Navy and Marine Corps teamed up and began specialized amphibious training. Shortly thereafter an advanced base regiment was organized and trained regularly with fleet units. (In World War I large-scale landings were made by the British during the Dardanelles Campaign, but the campaign was a failure.)

During the 25 years leading up to the invasion of Guadalcanal, the first major invasion of World War II by American forces, great strides were made by the U.S. in developing doctrine, organization, tactics and techniques in this type of warfare. The Navy and Marine Corps developed new equipment and established a workable doctrine for both troop and naval components in an amphibious attack force.

Much to our advantage, the years of 1935 through 1941 were devoted to the application, test and experimentation of these tactics. During that period Navy and Marine units carried out the first modern landing exercise to be made by U.S. forces.

That was the beginning, but as recorded in history, it was far from the last. Almost every major offensive campaign launched by the U.S. during WW II was initiated by an amphibious assault.

Amphibious operations were again keynoted during the Korean War, and in the event of future wars, this type of warfare will no doubt continue to play a vital role, with additional features of transport copters launched from helicopter assault ships.

Roundup on Rules, Regulations and Requests for Shore Duty

SHORE DUTY IS AS POPULAR as steak with most Navymen, and Bureau-controlled duty on the beach is easier to get these days, under the provisions of BuPers Inst. 1306.20C. The new instruction governing the sea/shore rotation of enlisted personnel lists three major changes which will benefit most Navymen who want to come ashore for a spell, in addition to offering a roundup of information you should know.

The three major changes in the Bureau's shore duty program are all in your favor.

- Required sea duty time has been shortened for most ratings.
- Obligated service time has been shortened for most ratings.
- Your name may now be placed on all three Bureau lists (Shore Duty, Instructor Duty, Recruiting Duty) instead of on the first two only (but you still may NOT appear on both a Bureau list *and* a Fleet Shore Duty Eligibility List).

Eligibility Requirements. To be eligible for a normal tour of Bureau-controlled shore duty, you must first have accumulated the continuous sea service shown for your rate in SDEL chart on page 48. Then, you must indicate in your request willingness to extend your enlistment if necessary for one year, computed from the date of transfer as listed in the Bureau transfer directive. Previously it was necessary for most men in pay grade E-5 and above to have at least two years of obligated service time remaining after the date specified in the transfer directive.

Incidentally, you can compute your own sea duty to determine your eligibility for placement on the Bureau SDEL by following these rules:

1. The date of commencing sea duty is the date of first reporting to a permanent sea or overseas duty station—or one of the activities listed below as sea duty for rotational purposes.

2. All duty outside the continental U. S. is considered sea duty.

3. Duty inside continental U. S. for a period of less than 12 months between sea assignments shall be considered sea duty (unless your return to a sea assignment is the result of your own action after you have received orders to shore duty.

4. A tour of shore duty which is interrupted during the first 12 months by three or more months of continuous sea duty will result in all prior service of the tour being counted as sea duty.

5. If you reenlist under broken service, or are a member of the Naval Reserve who was on inactive duty for more than three months before reporting to active duty, you do not receive credit for sea duty in previous enlistments or tours of active duty.

6. Time served under instruction for purposes of conversion to ET, FT, AT, GS, GF, or AQ will be considered as "dead time" for sea/shore rotation purposes.

Shore Duty Requests. Requesting Bureau shore duty is primarily a matter of meeting the above eligibility requirements and of forwarding through channels a properly-marked copy of NavPers 2416 (Rev. 5-51), the Shore Duty Request Card (or check the instructions listed below for Instructor or Recruiting duty). The shore duty card provides space for indicating two specific areas in which you desire shore duty, and one space for indicating whether you will accept shore duty "Anywhere, U. S." This general choice *must* be marked either "yes" or "no." Putting your "X" by "yes" will usually get you ashore faster.

In the space for your specific choices you should indicate the naval district you desire ("11 ND," for instance), and you may also indicate a specific locality ("Long Beach, Calif."). Indicating a specific locality within a naval district is no assurance that you will get it, but the district commandant or CNATRA will consider such preferences in making the ultimate assignment.

Once the initial shore duty request has been submitted, you are responsible for keeping the Bureau informed of any changes in your status or choice of duty as listed on the card. You should notify the Chief of Naval Personnel by submitting a new card, prominently marked "CORRECTED CARD," when one of the following changes occurs:

- Change of duty choice.
- Change of duty station.
- Change of rate.
- Change of dependency.
- Change of Navy Job Code number.
- Upon reenlistment.

These corrected cards will be acknowledged by the Bureau only when you specify a change in your choice of duty.

If you desire to cancel your shore duty request, you must notify the Chief of Naval Personnel (Attn: Pers-B2115) by means of a letter, forwarded via your commanding officer. Note, however, that requests for removal from the shore duty list or for changes in your choice of duty will not be approved unless they have been received and processed within the Bureau before a transfer directive has been forwarded.

You should note, too, that special instructions govern the sea/shore rotation of personnel in the following categories:

- Fleet shore duty.
- Naval security group, special weapons personnel and the air controlman rating.
- Machine accountants.
- Those desiring Instructor Duty (See BuPers. Inst. 1306.22B).
- Those desiring Recruiting Duty (See BuPers Inst. 1336.1A).
- Enlisted women (See BuPers Inst. 1306.10B).

Future Plans on Sea/Shore Assignment

The instructions concerning assignment to shore duty on this and the following pages will remain in effect for a large number of ratings until the end of 1957.

However, commencing in the first quarter of next year, a new "Sea Survey System" will get under way, gradually replacing the Shore Duty Eligibilty List Program. The SDEL List starting on page 48 of this issue will be the last of this type to be published.

A forthcoming issue will report the facts on the new sea/shore rotation system.

• Personnel of the submarine force who are qualified in submarines and who meet the eligibility requirements set forth in Inst. 1306. 20C may request a normal tour of Fleet shore duty by forwarding a request to the Chief of Naval Personnel (Attn: Pers-B2115). The following notation should appear on the Shore Duty Request Card: "Reserve Training Submarine — Opposite Fleet." If consistent with requirements of the service, the Chief of Naval Personnel will forward the request to the appropriate submarine force commander, who may then request that the man be ordered to a designated reserve training submarine for a normal tour of Fleet shore duty.

Another thing you should know about sea/shore rotation is the general Bureau policy governing shore duty. For instance, the SDEL is restricted to deserving personnel and the Chief of Naval Personnel may reject requests of personnel otherwise eligible if there is a history of disciplinary offenses.

And you are liable to penalties under certain circumstances. For instance, if upon receipt of orders to a normal tour of shore duty you do not have the required obligated service and refuse to execute an Agreement to Extend Enlistment to obtain the obligated service, you will be required to accumulate an additional two years of continuous sea service before you are eligible to submit another request for shore duty. If your own action results in termination of your shore duty before you have completed the "normal tour" listed for your rating, you will be considered to have served a complete tour of shore duty.

Otherwise, the factors which determine when a man will be transferred to a normal tour of shore duty from the SDEL are: (1) The length of continuous sea service; (2) the location desired; and (3) the need for your rating in that location. It is impossible to predict when you may expect transfer once your name is on the list, and the Bureau does not desire correspondence requesting your standing on the SDEL. By using the tabulation of the shore duty eligibility list which appears in ALL HANDS approximately every six months, you can figure for yourself just about where you stand on the list.

To complete this roundup of information on Bureau shore duty, here are the meanings of a number of terms which are necessary to a good understanding of sea/shore rotation and the directives governing the program:

• *BuPers Shore Duty* is duty in an activity of the shore establishment within the continental U.S. not assigned to a Fleet. This includes (1) all continental naval districts and river commands (except such duty afloat in these districts and commands as has been designated sea duty for rotation purposes); (2) Naval Air Training Command and (3) bureaus, boards and offices of the Navy Department and their field activities (except such duty as has been designated sea duty for rotation purposes).

• *Fleet Shore Duty* is duty in a

WHAT'S IN A NAME

Days of Dover

Early in 1947 a doughty old gunboat, manned only by memories, was used by a San Francisco barge company to remove a sunken tug from the waters off Hunter's Point. After raising the hulk the gunboat carried it out to sea, where both tug and gunboat were to be sunk together.

The tug settled to the bottom quickly, but at the last minute the gunboat broke away and shot her bow 75 feet into the air in a last gesture of farewell. Then the waters closed in over one of the oldest, most colorful ships to see service in World War II.

She was USS Dover (IX 30), whose career had spanned half a century, three wars, and service under 30 skippers, more than half of whom had gone on to flag rank. Three times she had been a proud flagship for admirals and her bow had sliced the world's waters from the Yangtze to the Amazon and the Indian Ocean to the Great Lakes. For most of her lifetime she had been USS *Wilmington* (PG-8), but in 1941, when that name was passed on to a new cruiser, she was renamed Dover.

Launched 19 Oct 1895, Dover was commissioned two years later. In the Spanish-American War she captured two enemy schooners and two fishing vessels, helped destroy several Spanish gunboats and fought valiantly against enemy shore batteries at Cardenas and Manzanillo, Cuba. After the war she made an extended good-will tour of South America, which included an independent cruise up the then little-known Orinoco and Amazon Rivers.

In 1900 she was ordered to the Far East, where the Boxer Rebellion and Philippine Insurrection were making things hot for Uncle Sam. She arrived in Manila 21 Jan 1901 after a three-month voyage via Gibraltar, the Suez, Red Sea and Indian Ocean, and for the next 21 years remained in Asiatic waters, either in the Philippines or China. Her World War I service consisted of Philippine patrols out of Olongapo, Cavite and Mariveles Harbor and in the post-war years she was back in China, where she was flagship of the Asiatic Fleet and later, of the Yangtze River Patrol.

Dover came home from the Far East in September 1922, after a difficult, stormy voyage that had forced her to accept a tow by USS *Sapelo* (AO 11) from the Azores to Portsmouth, R. I. Then followed 20 years as a training ship for Naval Reserve units on the Great Lakes and St. Lawrence River. During that period she was selected for another good-will voyage, returning to the Canadian government a Parliamentary Mace which had been captured by American troops in the War of 1812.

World War II saw Dover's return to salt water and about the toughest trip she ever made. In November 1942 she was picked to serve as a training ship for armed-guard crews at San Francisco. On the way there she survived a fight with ice fields off Quebec, a 90-mile gale, a collision with an ice-breaker, another tangle with some barges in the East River and a suspense-packed voyage through 3800 miles of submarine-haunted waters. But, she reached her destination and carried out her wartime duties with flying colors.

When the war ended Dover's days were numbered. By the time she was finally sold on 30 Dec 1946 she was the oldest ship in full commission in the entire United States Navy.

Shortly afterward, the distinguished veteran was buried at sea.

Fleet activity based ashore within the continental U. S. At present there are some 140 activities under CinCLantFlt and some 80 activities under CinCPacFlt which are designated Fleet shore duty. Except for certain flight crews (listed below) duty in FLogWing and MATS squadrons based in the continental U. S. is also considered Fleet shore duty.

• *Overseas Duty* is duty performed ashore at naval activities beyond the continental limits of the U. S. and in non-rotated units.

• *Non-rotated Units*, for the purposes of sea/shore rotation, are defined as units which are permanently based or homeported outside the continental limits of the United States.

• *Normal Tour of Shore Duty* is one to which a man has been ordered as a result of his own request after having met the eligibility requirements established for such duty. In most cases a normal tour of shore duty is two years; however, for all YN, PN, JO, AC, TD and HMC, HM1, DTC and DT1 the normal tour is three years. HM2 and below and DT2 and below ordered to shore duty and subsequently advanced in rate to pay grade E-6 will be given a new tour date of three years from the date of first reporting ashore for permanent duty. A shore duty tour for personnel who, regardless of present rate, have never served at sea and who were assigned to shore duty upon completion of recruit training or as a designated striker upon graduation from a Class A school will be two years for USN, USNR and USN-S personnel in Aviation (Group IX), Medical (Group X) and Dental (Group XI) ratings; other USN personnel in the same situation will have a 15-month normal tour of shore duty, while the normal tour for USNR and USN-S personnel will be 12 months.

• *Completed Tour of Shore Duty* will normally be the completion of the time specified above. However, if the needs of the service require transfer before completion of the specified period, then continuous duty for a period of 12 months or more will be considered to have been a complete tour of shore duty. In exceptional cases, you may request a waiver of this rule, through channels, giving full justification.

• *Sea Duty*, in addition to the normal duty afloat, includes the following units and activities which are based ashore either on a full-time or part-time basis: Underway training units; Fleet training groups; amphibious operational training elements; Fleet mobile ordnance service units; Fleet mobile electronics technical units; construction battalions; U. S. Naval Facilities at Cape Hatteras, Cape May, and Nantucket; mobile construction battalions; beach jumper and beachmaster units; naval beach groups; underwater demolition teams; Fleet camera parties; cargo-handling battalions; explosive ordnance disposal units; ComPhibPac and ComPhibLant staffs; mobile boat units; SWULant and SWUPac; ComSubLant staff; ComBatCruLant staff; Commander Task Group 7.3 staff; ComFirstFleet staff; ComSecondFleet staff; designated vessels assigned to district commandants; and persons holding Group IX and Group X ratings who are attached to the Fleet Marine Force.

"Now if you'll wait a few minutes, I believe I can give you a good sharkskin suit, and cheap, too!"

They're Ready — Scalpel, Suture, Fog Spray and CO_2

"Every Navyman a Firefighter"—that's the theme of the story on page 2 and if you have any doubts about it, just ask anyone aboard the uss *Philippine Sea* (CVS 47).

In an effort to make *Philippine Sea* "the safest ship in the Fleet," the carrier's CO has established a training program in which every man aboard will take the fire-fighting course at Treasure Island.

When the skipper says "every man," he means just what he says.

Recent students at the T.I. fire-fighting school were none other than three of the *Philippine Sea*'s senior staff officers, the dental officer, ship's chaplain, and senior medical officer.

Like all other *Phil Sea* crew members, they took their turn at the nozzle, used fog spray and CO_2 extinguishers in the "learn by doing" training on how to put out all types of fires from Class A to C.

According to the staff of the school, this was the first time that senior staff officers have completed the fire fighting course at T.I.

New Enlisted Correspondence Courses Are Now Ready

Five new Enlisted Correspondence Courses are now available to all enlisted personnel.

Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center.

If you are on active duty, your division officer will advise you whether or not the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Personnel on inactive duty will have their courses administered by the Correspondence Course Center, just as in the past.

The new or revised courses are:

Course	NavPers No.
Draftsman 3	91487
Chief Engineman	91521
Quartermaster 1	91251-1
Construction Electrician's Mate 1	91570-1
Construction Electrician's Mate C	91571-1

The last roundup of Enlisted Correspondence Courses was in ALL HANDS, June 1956 (p. 50). New courses will be listed as soon as they are available.

Answers to Your Questions on Sea/Shore Rotation

Whenever there's a discussion among Navymen about sea/shore rotation, there are bound to be plenty of questions asked. Here's a typical list of questions — with the answers supplied.

The new sea/shore rotation instructions (page 44) outlines a new formula for computing when sea duty and shore duty begin. What about those cases where Navymen's tour dates have already been computed by the old method and these personnel scheduled for rotation accordingly? Will these dates have to be refigured and rotation rescheduled?

Yes. All computation must be made in accordance with the new regulations. However, the instruction (BuPers Inst. 1306.20C) also states that in any case when compliance with any provision of the instructions would result in severe hardship to any individual or unnecessary expense to the government that action may be withheld and the circumstances reported to the Chief of Naval Personnel for decision. This action should be taken in those cases where a recomputed tour date would create such a situation.

It is noted that the only reference to submarine personnel in the instruction is a paragraph stating that submarine men may request a normal tour of Fleet Shore Duty in a Reserve Training Submarine in the opposite Fleet. Does this means that the only shore duty that submariners may apply for is Fleet Shore Duty in the opposite Fleet?

Certainly not. Personnel qualified in submarines are eligible for all Bureau Shore Duty for which other personnel of their respective rates are eligible and *in addition* may apply for Fleet Shore Duty in the opposite Fleet.

I know of cases where SDEL (Shore Duty Eligibility List) requests are not being forwarded by commanding officers, but returned to personnel with such comment as "Resubmit after six (6) months on board" or "resubmit on completing overseas tour." This action does not seem to be in accordance with paragraph 15C of BuPers Inst. 1306.20C which states "applicants for Bureau of Naval Personnel Shore Duty are subject to no other eligibility requirements than those set forth in paragraphs 13, 14, 15 and 16 of this directive. All requests from personnel who meet the eligibility requirements prescribed herein shall be forwarded promptly by the Commanding Officer to the Chief of Naval Personnel." What about this?

In addition to the requirements of BuPers Inst. 1306.20C, *BuPers Manual*, Article B-1105, states:

"(1) Any person in the Navy making an official communication of any kind to the Chief of Naval Personnel or to any superior authority other than his immediate commanding officer, except as provided for in Navy Regulations, shall send the communication unsealed to his CO to be remarked upon by him and forwarded.

"(2) All officers through whom communications from subordinates are sent for transmittal to higher authority shall forward the same, if in proper form and language, as soon after receipt as practicable. The endorsement may be restricted to the term "Forwarded," but only if no opinion or comment is necessary."

There are cases where personnel cannot be *ordered* to other duty until they have completed a prescribed period on board their present activity, (such as the minimum tour at an overseas activity, the six-months-on-board requirement for newly commissioned or recommissioned vessels and personnel reassigned after graduation from certain schools, and "frozen" personnel assigned to units of special mission task forces), but this is not to be interpreted to mean these personnel cannot apply for assignment to a normal tour of shore duty during such periods. The requests of such personnel are placed in an inactive status on the SDEL until the prescribed tour requirements had been met, then placed on the "active" list.

"Nice to get back on dry land!"

It is noted that you do not list the sea duty requirements for commissarymen first class (pay grade E-6) with the primary job code of supervisor. How do CS1s with this job code find out their sea service requirements?

The sea service requirements for CS1s with a primary job code of supervisor were omitted from the instruction for a good reason — there are no billets ashore for them! Commissarymen of pay grade E-6 who have this primary job code should submit their SDEL card listing their *secondary* job code of Cook, Baker, or Butcher and are required to meet the requirements established for personnel with those job codes. Individually, in the near future it is expected that commissarymen will be detailed by rating alone without reference to job codes.

This new sea/shore instruction states men can apply for the Bureau Shore Duty Eligibility List, Recruiting Duty List and Instructor Duty Waiting List at the same time. Can we apply for all three lists with the SDEL Request Card (NavPers 2416, Rev. 5-51)?

No. Application for the SDEL is made by submission of the SDEL Request Card (NavPers 2416, Rev. 5-51); application for the Instructor Duty Waiting List is made by submitting the Instructor Duty Request Card (NavPers 1247, Rev. 6-53) and a request for Recruiting Duty is submitted in letter form as prescribed by applicable regulations.

Next question?

Check Your Status by Rate and ND Location

Every six months the chart on these and the following pages attempts to give you as accurate a picture as is possible of your standing on the Bureau Shore Duty Eligibility List.

The information contained in this chart is compiled just before deadline, but owing to time lapse during publication and distribution of ALL HANDS some of the information herein is unavoidably outdated when it reaches you. Keep this in mind when making your calculations.

Here is how to use this chart. Check down the left side until you find your rate. Then, check across to the naval district you requested.

- *Under each naval district you will note there are four columns. The first column shows the number of men of your rate waiting on the SDEL for that district.*
- *The second column shows the number of authorized billets allowed for your rate within that district.*
- *The third column shows the number of months of continuous sea duty the first man on the list has to his credit.*
- *The fourth column shows the number of months of continuous sea duty the fourth man from the top of the list has to his credit.*

That's it. You now have as accurate a picture of your relative position to the top of the SDEL as you could obtain by a visit, letter, or long distance call to the Bureau of Naval Personnel.

To show the use of this chart by example, let's say you are an AK1 with 28 months of continuous sea duty, and you desire duty in the Eleventh Naval District. Moving across the chart to where the AK1 and 11ND meet, you can see, in the first column under the district heading, that there are just six men of your rate on the list of 11ND.

In the next column you see 11ND has an allowance of 24 AK1 billets. In the third column you note that the top AK1 has 51 months of continuous sea duty, and in the fourth column you see where the fourth man from the top of the list has 23 months' continuous sea duty.

With your 28 months' continuous sea duty, you are obviously number two or three man from the top.

Now comes the crystal gazing as to just when the Bureau will reach your name on the list and order you to shore duty. Frankly, with the facts on this chart available to you, your guess is apt to be as accurate as any the Bureau can make. Various factors influence the issuance of orders and therefore only a general prognostication can be made.

Let's estimate that roughly one third of the AK1 billets currently being filled in the IIND will become vacant within 12 months because personnel are completing their normal tours of shore duty. As you are 2nd or 3rd on the SDEL you may logically conclude that you probably will be ordered ashore within the next 12 months . . . provided other AK1s with more continuous sea duty do not apply for IIND between now and time your name would normally reach top of the list.

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
							MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY	
			1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
Boatswain's Mate	BMC	36	56	41	2	53	56	—	2	21	60	—	2	20	37	—	—	70	—	—	3	72	68	—
	BM1	48	137	77	12	30	89	65	15	13	108	84	19	11	177	87	10	58	68	60	24	74	82	69
	BM2	48	94	75	34	35	116	89	34	20	103	98	35	15	124	99	36	53	76	75	94	151	79	75
	BM3	48	81	79	30	31	74	72	29	10	98	74	31	7	89	84	34	26	109	76	84	112	104	74
	BMSN	48	99	68	6	X	99	69	1	X	73	—	2	X	60	—	2	X	91	—	8	X	99	62
Quartermaster	QMC	24	52	46	10	21	53	43	2	6	41	—	3	8	65	—	3	26	46	—	8	37	43	38
	QM1	36	109	68	6	19	124	57	4	7	122	40	4	10	103	43	5	16	67	56	9	42	74	69
	QM2	24	103	54	3	26	82	—	—	10	—	—	4	13	75	48	—	75	—	—	3	83	52	—
	QM3	36	61	57	4	13	78	35	4	1	102	56	2	1	76	—	1	15	48	—	6	17	56	47
	QMSN	36	56	52	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Radarman	RDC	18	106	25	3	0	102	—	2	1	59	—	1	1	91	—	1	15	19	—	1	6	110	—
	RD1	30	90	76	14	11	100	78	8	1	100	78	8	7	103	67	6	29	56	42	10	30	93	71
	RD2	18	31	—	—	35	—	—	1	2	78	—	—	9	—	—	—	63	—	—	—	70	—	—
	RD3	18	45	29	1	13	22	0	2	1	98	—	2	3	84	—	—	19	—	—	5	21	23	22
	RDSN	18	29	28	—	X	—	—	—	X	—	—	1	X	27	—	—	X	—	—	1	X	29	—
Sonarman	SOC	12	87	—	1	—	98	—	—	2	—	—	—	1	—	—	1	4	61	—	2	2	30	—
	SO1	24	86	66	5	5	93	56	2	2	89	—	6	5	91	56	1	13	30	—	6	8	68	48
	SO2	18	31	—	1	5	34	—	—	3	—	—	—	7	—	—	—	14	—	—	—	8	—	—
	SO3	18	40	—	2	3	45	—	—	0	—	—	—	2	—	—	—	11	—	—	—	2	—	—
	SOSN	18	—	—	1	X	49	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	53	—
Torpedoman's Mate	TMC	24	40	—	—	13	—	—	—	0	—	—	3	2	74	—	3	39	84	—	6	20	196	30
	TM1	30	52	—	1	16	60	—	2	1	101	—	5	4	169	61	8	57	174	66	1	15	116	—
	TM2	24	58	—	1	17	49	—	1	3	27	—	4	3	154	56	2	19	57	—	5	24	67	44
	TM3	18	—	—	1	18	26	—	—	0	—	—	1	0	21	—	2	4	42	—	4	10	46	22
	TMSN	18	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Gunner's Mate	GMC	48	—	—	4	7	306	54	5	1	86	72	5	2	123	60	5	8	63	56	14	12	116	63
	GM1	48	99	91	14	18	155	85	13	6	125	106	13	7	133	101	22	14	151	97	36	28	117	100
	GM2	48	76	65	19	25	83	75	16	4	175	83	10	9	85	73	28	49	81	75	31	58	99	75
	GM3	48	65	58	7	5	60	56	7	2	64	56	5	0	68	54	9	22	67	61	33	12	95	67
	GMSN	48	—	—	1	X	57	—	2	X	64	—	1	X	60	—	—	X	—	—	1	X	54	—

on Latest BuPers Shore Duty Eligibility List

Always remember when submitting your shore duty request that if you are primarily concerned with getting a billet ashore and have no compelling reasons for limiting your request for duty to a particular area, YOU WILL GET ASHORE FASTER IF YOU INDICATE YOU WILL ACCEPT DUTY "Anywhere U. S."

You should keep the following in mind as you study this chart:

- *The Bureau's Shore Duty Eligibility List is subject to frequent change as new requests are received. Although you might be No. 3 man this month, you could drop to No. 6 or No. 7 by next month, if other men of your rate submit requests for the district you have chosen and if these men have more sea duty than you.*
- *This chart shows your standing on the Bureau's SDEL only. It contains no information for men who have submitted requests for Fleet Shore Duty or for Recruiting or Instructor duty lists.*
- *Personnel who fall under any of the following categories are not included in the table below:*

1. Men serving on overseas duty or in non-rotated ships whose dependents are overseas with them and who have not completed a full tour of duty at that station.

2. Men serving on overseas duty or non-rotated ships whose dependents are not with them, but who have completed less than 12 months of a normal tour of duty in that location.

- *Ratings, such as MU, MA, CT, TD, AG and AC are not included because they are subject to special detailing.*

Notes

- *You'll see that the allowance column for each district on the chart below contains an "X" in the space opposite "designated striker" rates such as BMSN, GMSN, CN/CA, AN/AA, etc. This indicates that strikers are eligible to request this area. The number in the quota may not be given since strikers are included in a "package of billets" that the district is authorized for personnel in this rating category.*
- *In some cases the number of months shown in columns three and four under the district you have chosen would indicate that you are included within the top two or three men in the district for which you have requested duty. If you still haven't received your orders, this may be the reason: Although you may be among the top men in your district, you may have less sea duty than one or more men in your rate who request "Anywhere U. S." Such men receive first consideration for assignment to any naval district if they have more continuous sea duty than the men who have requested duty in a specific district.*

Therefore, when you check your standing on the SDEL, be sure to take a look at the first column, "Anywhere U. S."

If the person in your rate in that column has more continuous sea duty than you, there may be a delay in your orders until you finally have more sea duty than all those in your rate who request "Anywhere U. S."

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE
		MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY		
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
4	12	74	49	9	9	52	46	19	72	73	54	16	40	64	59	4	31	86	57	—	46	—	—	1	9	39	—	BMC
10	9	72	66	5	16	58	54	31	43	99	67	11	41	91	69	10	24	105	61	10	53	77	61	4	24	81	52	BM1
56	49	76	75	50	28	102	94	53	74	75	74	24	48	75	73	24	24	75	73	25	34	91	74	12	12	99	75	BM2
45	7	87	83	46	2	102	84	49	48	75	72	32	16	99	81	22	20	75	73	20	36	81	74	15	16	73	62	BM3
1	X	72	—	4	X	78	56	5	X	68	57	3	X	124	—	1	X	67	—	2	X	57	—	—	X	—	—	BMSN
3	18	48	—	2	10	46	—	15	37	121	51	1	24	52	—	4	5	52	30	0	30	0	0	—	2	—	—	QMC
2	22	52	—	2	23	108	—	11	14	161	75	2	29	37	—	14	5	112	68	3	24	91	—	—	3	—	—	QM1
1	56	103	—	2	40	59	—	2	59	45	—	—	34	—	—	3	14	54	—	1	13	42	—	—	3	—	—	QM2
9	2	101	54	5	0	59	42	4	17	70	40	—	8	—	—	12	7	61	56	3	6	99	—	—	0	—	—	QM3
—	X	—	—	—	X	—	—	2	X	52	50	1	X	56	—	—	X	—	—	—	X	—	—	—	X	—	—	QMSN
2	2	25	—	3	4	116	—	4	5	106	22	2	3	47	—	1	1	22	—	4	4	53	33	—	0	—	—	RDC
6	13	77	73	5	21	99	60	23	39	111	90	7	14	92	59	2	4	98	—	—	8	—	—	—	0	—	—	RD1
—	36	—	—	—	26	—	—	—	90	—	—	2	29	31	23	—	8	—	—	1	10	62	—	—	1	—	—	RD2
3	1	29	—	9	6	29	24	8	18	31	22	5	4	54	22	3	2	43	—	5	3	30	22	—	0	—	—	RD3
—	X	—	—	—	X	—	—	—	X	—	—	1	X	28	—	—	X	—	—	—	X	—	—	—	X	—	—	RDSN
1	2	23	—	—	2	—	—	4	3	37	23	2	1	37	—	—	0	—	—	—	1	—	—	—	0	—	—	SOC
3	7	76	—	4	6	73	64	6	20	86	72	3	6	73	—	4	1	67	48	2	2	62	—	1	1	56	—	SO1
—	3	—	—	1	5	36	—	1	11	27	—	1	3	31	—	—	3	—	—	—	3	—	—	—	0	—	—	SO2
—	0	29	—	—	0	29	—	1	8	40	—	1	1	26	—	—	2	—	—	—	0	—	—	—	0	—	—	SO3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	SOSN
1	6	56	—	3	3	56	—	12	18	82	57	2	7	68	—	1	7	98	—	—	4	—	—	—	0	—	—	TMC
5	3	94	52	1	10	58	—	4	21	72	45	—	3	—	—	—	10	—	—	—	4	—	—	—	0	—	—	TM1
1	11	68	—	3	10	157	—	3	30	51	—	2	7	45	—	1	15	40	—	—	1	—	—	—	0	—	—	TM2
—	0	—	—	2	0	52	—	—	10	—	—	—	1	—	—	1	13	40	—	—	0	—	—	—	0	—	—	TM3
—	X	—	—	—	X	—	—	1	X	52	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	TMSN
7	8	72	58	4	4	81	53	13	11	111	69	6	2	90	54	3	5	72	—	3	16	74	—	—	2	—	—	GMC
25	14	172	105	17	6	123	100	27	14	171	105	13	4	167	101	12	2	122	99	7	6	167	92	2	0	104	—	GM1
20	27	83	73	17	23	107	77	16	60	82	73	4	16	72	64	8	11	73	67	13	24	112	71	3	1	72	—	GM2
17	12	96	57	11	0	73	57	21	4	144	62	9	2	67	58	4	5	60	55	3	15	69	—	3	1	65	—	GM3
2	X	54	—	4	X	74	49	1	X	65	—	1	X	113	—	—	X	—	—	—	X	—	—	—	X	—	—	GMSN

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND			3RD ND			4TH ND			5TH ND			6TH ND		
							MOS. SEA DUTY			MOS. SEA DUTY			MOS. SEA DUTY			MOS. SEA DUTY			MOS. SEA DUTY
			1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
Fire Control Technician and Fire Controlman	FTC/FCC	18	—	—	—	1	0	0	—	2	—	—	1	0	31	—	1	0	26	—	—	6	—	—	—			
	FT1/FC1	18	—	—	5	1	113	90	3	3	96	—	3	1	102	—	9	1	116	91	3	4	65	—	7			
	FT2/FC2	18	—	—	—	5	—	—	—	1	—	—	—	7	—	—	—	23	—	—	—	38	—	—	—			
	FT3/FC3	18	—	—	1	1	53	—	—	1	—	—	1	0	69	—	—	2	—	—	—	2	—	—	—			
	FTSN/FCSN	18	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—			
Mineman	MNC	12	—	—	—	4	—	—	—	2	—	—	—	1	—	—	—	7	—	—	—	3	—	—	—			
	MN1	12	—	—	1	6	136	—	—	3	—	—	1	1	40	—	—	8	—	—	—	2	—	—	—			
	MN2	12	—	—	—	6	—	—	—	3	—	—	1	1	34	—	—	18	—	—	2	3	42	—	—			
	MN3	12	—	—	—	4	—	—	1	6	17	—	—	1	—	—	—	20	—	—	1	5	20	—	—			
	MNSN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—			
Electronics Technician	ETC	12	13	—	1	7	58	—	1	3	39	—	3	3	100	—	—	12	—	—	2	19	22	—	2			
	ET1	12	127	92	10	12	106	50	4	4	98	41	6	9	161	62	10	22	97	65	23	35	134	72	2			
	ET2	12	27	24	3	14	24	—	1	7	24	—	2	13	27	—	—	25	—	—	2	50	24	—	3			
	ET3	12	24	23	8	19	30	25	2	6	25	—	3	12	25	—	—	31	—	—	6	57	22	16	1			
	ETSN	12	28	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—			
Instrumentman	IMC	12	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—			
	IM1	12	—	—	—	3	—	—	—	0	—	—	—	0	—	—	—	4	—	—	—	1	—	—	—			
	IM2	12	20	—	—	0	—	—	—	0	—	—	—	0	—	—	—	4	—	—	—	2	—	—	—			
	IM3	12	54	—	—	0	—	—	—	0	—	—	—	0	—	—	—	1	—	—	2	1	54	—	—			
	IMSN	12	19	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—			
Opticalman	OMC	12	—	—	—	2	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—			
	OM1	12	—	—	—	0	—	—	—	1	—	—	1	0	56	—	—	0	—	—	—	0	—	—	—			
	OM2	12	—	—	1	0	52	—	—	1	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—			
	OM3	12	25	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	1			
	OMSN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—			
Teleman	TEC	12	30	25	1	1	22	—	1	2	30	—	1	4	26	—	—	10	—	—	3	14	29	—	1			
	TE1	12	66	31	5	9	65	28	6	11	54	26	6	9	152	32	1	26	20	—	10	29	66	36	—			
	TE2	12	79	38	3	10	40	—	6	11	77	42	3	13	79	—	3	42	31	—	5	35	61	29	3			
	TE3	12	44	25	5	21	27	18	3	10	51	—	6	11	56	24	—	61	—	—	10	54	87	26	4			
	TESN	12	52	17	2	X	52	—	—	X	—	—	1	X	20	—	—	X	—	—	—	X	—	—	—			
Radioman	RMC	36	62	48	1	17	43	—	1	6	48	—	2	10	74	—	—	30	—	—	3	59	43	—	3			
	RM1	42	92	57	11	27	79	69	13	4	108	80	5	14	76	52	6	39	55	50	13	65	105	73	9			
	RM2	18	61	41	2	44	43	—	3	3	57	—	1	18	27	—	—	60	—	—	8	91	56	41	2			
	RM3	18	24	22	5	35	23	21	6	9	38	21	3	17	23	—	2	58	21	—	3	83	22	—	3			
	RMSN	18	27	—	—	X	—	—	—	X	—	—	1	X	41	—	—	X	—	—	2	X	27	—	—			
Yeoman	YNC	12	24	11	1	14	36	—	1	17	48	—	—	19	—	—	—	38	—	—	5	47	21	16	1			
	YN1	12	25	15	7	41	62	28	—	40	—	—	2	28	39	—	3	62	27	—	10	96	53	30	8			
	YN2	12	84	15	1	63	16	—	1	50	16	—	2	34	59	—	—	99	—	—	3	126	32	—	2			
	YN3	12	38	18	15	89	26	22	10	70	38	21	24	34	49	24	4	121	21	17	23	49	23	22	17			
	YNSN	12	38	18	1	X	26	—	2	X	19	—	—	X	—	—	2	X	38	—	—	X	—	—	1			
Personnel Man	PNC	12	—	—	—	9	—	—	—	6	—	—	—	4	—	—	—	25	—	—	1	28	15	—	—			
	PN1	12	—	—	—	16	—	—	—	10	—	—	—	14	—	—	—	62	—	—	3	32	18	—	2			
	PN2	12	—	—	—	27	—	—	—	19	—	—	—	9	—	—	—	89	—	—	2	53	20	—	1			
	PN3	12	19	17	11	41	26	23	9	18	35	20	10	18	23	19	2	127	16	—	7	86	20	18	2			
	PNSN	12	38	18	2	X	38	—	—	X	—	—	—	X	—	—	1	X	18	—	—	X	—	—	1			
Storekeeper	SKC	24	29	—	1	15	25	—	4	12	68	29	5	11	52	29	—	36	—	—	—	37	—	—	4			
	SK1	24	42	33	8	33	104	47	8	17	43	29	7	21	33	29	4	72	39	26	13	69	31	28	4			
	SK2	18	40	28	3	46	32	—	5	20	47	31	4	28	49	30	3	93	49	—	11	89	48	39	—			
	SK3	12	34	25	17	46	26	23	12	32	34	24	12	33	24	22	2	92	22	—	12	98	26	23	11			
	SKSN	12	24	15	3	X	24	—	—	X	—	—	1	X	18	—	1	X	23	—	1	X	21	—	—			
Disbursing Clerk	DKC	12	15	—	—	5	—	—	—	3	—	—	2	6	29	—	—	12	—	—	—	9	—	—	1			
	DK1	12	22	15	—	11	—	—	3	3	28	—	—	7	—	—	3	22	16	—	—	22	—	—	—			
	DK2	12	24	—	—	7	—	—	—	8	—	—	—	9	—	—	—	25	—	—	22	20	22	—	3			
	DK3	12	21	21	8	10	23	21	5	6	25	21	3	8	43	—	—	32	—	—	7	33	23	20	4			
	DKSN	12	24	—	1	X	14	—	—	X	—	—	—	X	—	—	—	X	—	—	3	X	22	—	—			
Commissaryman	CSC	30	89	47	4	27	51	33	1	4	47	—	2	11	45	—	—	48	—	—	8	36	54	44	7			
	CS1	24	107	50	12	47	65	47	10	9	85	50	13	15	107	60	13	115	73	33	21	71	131	52	8			
	CS2	24	54	43	16	85	66	60	15	18	91	66	20	19	109	62	4	195	58	23	31	145	56	52	14			
	CS3	24	27	23	8	78	42	24	5	11	125	36	13	30	78	45	1	230	23	—	25	183	42	32	20			
	CSSN	24	43	—	2	X	55	—	1	X	48	—	—	X	—	—	—	X	—	—	3	X	51	—	1			
Ship's Serviceman	SH1(L)	48	110	106	13	4	108	101	4	11	90	73	6	4	103	68	7	18	112	74	20	8	114	101	4			
	SH2(L)	48	106	103	15	0	108	98	7	0	104	75	9	0	105	99	13	0	105	103	24	0	113	93	13			
	SH3(L)	48	84	76	17	0	97	75	15	0	94	64	12	0	91	67	13	0	99	63	33	0	105	75	16			
(Laundry)	SHSN(L)	48	104	61	—	X	—	—	1	X	105	—	2	X	69	—	1	X	63	—	3	X	73	—	1			
(Barber)	SH1(B)	36	56	—	—	8	—	—	—	1	—	—	—	2	—	—	—	20	—	—	1	36	56	—	—			
	SH2(B)	36	51	—	1	0	125	—	—	0	—	—	—	0	—	—	1	0	56	—	1	0	106	—	—			
	SH3(B)	24	99	73	—	0	--	—	3	0	115	—	—	0	—	—	1	0	45	—	4	0	101	42	—			
	SHSN(B)	24	54	-	1	X	53	-	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—			
(Tailor)	SH1(T)	36	66	51	—	3	—	—	—	0	—	—	—	1	—	—	1	4	51	—	2	7	106	—	1			
	SH2(T)	36	101	53	1	0	114	—	—	0	—	—	—	0	—	—	1	0	57	—	1	0	51	—	—			
	SH3(T)	24	51	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	1	0	50	—	—			
	SHSN(T)	24	51	—	—	X	—	—	—	X	—	—	1	X	43	—	—	X	—	—	1	X	21	—	—			

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE
		MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY		
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	BILLETS NO. OF	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	BILLETS NO. OF	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
—	2	—	—	1	1	70	—	5	2	80	61	—	1	—	—	4	—	79	24	—	2	—	—	1	1	27	—	FTC/FCC
7	2	105	92	6	1	136	50	12	1	141	75	3	3	83	—	3	2	109	—	2	1	102	—	4	2	105	—	FT1/FC1
—	18	—	—	—	8	—	—	—	23	—	—	—	18	—	—	—	5	—	—	—	6	—	—	1	3	28	—	FT2/FC2
—	2	—	—	—	0	—	—	—	8	—	—	—	0	—	—	1	0	56	—	—	0	—	—	—	4	—	—	FT3/FC3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	FTSN/FCSN
—	0	—	—	—	1	—	—	—	1	—	—	—	3	—	—	—	0	—	—	—	2	—	—	—	0	—	—	MNC
—	0	—	—	—	1	—	—	—	2	—	—	—	3	—	—	—	0	—	—	—	2	—	—	—	0	—	—	MN1
—	0	—	—	2	0	26	—	1	0	104	—	—	5	—	—	—	0	—	—	—	2	—	—	—	0	—	—	MN2
—	0	—	—	1	0	18	—	—	2	—	—	1	1	14	—	1	15	—	—	—	2	—	—	—	0	—	—	MN3
—	X	—	—	—	X	—	—	1	X	26	—	1	X	16	—	—	X	—	—	—	X	—	—	—	X	—	—	MNSN
2	8	106	—	—	5	—	—	6	22	149	33	3	8	116	—	2	7	63	—	1	15	15	—	—	4	—	—	ETC
2	18	58	—	4	17	96	38	18	28	122	64	7	24	97	62	4	16	127	23	5	30	79	15	2	4	67	—	ET1
3	18	25	—	4	17	26	21	3	44	85	—	4	33	87	25	2	20	24	—	—	37	—	—	—	7	—	—	ET2
1	20	18	—	14	14	39	22	6	49	47	18	4	38	24	16	6	19	24	17	2	33	22	—	—	5	—	—	ET3
—	X	—	—	2	X	65	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	ETSN
—	0	—	—	—	1	—	—	4	0	146	87	—	2	—	—	—	0	—	—	—	1	—	—	—	0	—	—	IMC
—	0	—	—	1	1	82	—	1	2	65	—	—	1	—	—	—	0	—	—	—	1	—	—	—	0	—	—	IM1
—	1	—	—	1	1	20	—	—	2	—	—	—	1	—	—	—	0	—	—	—	1	—	—	—	0	—	—	IM2
—	0	—	—	3	0	29	—	1	0	56	—	1	0	30	—	—	0	—	—	—	2	—	—	—	0	—	—	IM3
—	X	—	—	1	X	19	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	IMSN
—	0	—	—	—	3	—	—	1	4	49	—	—	0	—	—	—	1	—	—	—	0	—	—	—	0	—	—	OMC
—	0	—	—	—	2	—	—	1	0	56	—	—	0	—	—	—	0	—	—	1	1	38	—	—	0	—	—	OM1
—	0	—	—	—	8	—	—	1	0	96	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	OM2
1	0	29	—	1	0	21	—	1	0	18	—	1	0	19	—	1	0	25	—	—	0	—	—	—	0	—	—	OM3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	OMSN
1	7	15	—	1	5	67	—	—	10	—	—	5	11	30	23	—	3	—	—	3	16	25	—	—	1	—	—	TEC
—	16	—	—	6	8	92	28	7	21	65	32	5	26	29	18	2	6	34	—	13	23	83	29	1	3	17	—	TE1
3	14	42	—	2	15	22	—	3	37	23	—	2	34	28	—	2	12	34	—	18	42	43	32	—	0	—	—	TE2
4	25	34	16	8	21	53	21	6	53	23	20	8	50	22	19	1	10	54	—	68	74	32	28	—	0	—	—	TE3
—	X	—	—	1	X	15	—	—	X	—	—	—	X	—	—	—	X	—	—	4	X	23	21	—	X	—	—	TESN
3	17	193	—	—	10	—	—	16	40	170	58	3	26	58	—	9	8	165	59	1	40	38	—	—	0	—	—	RMC
9	18	58	52	15	9	72	65	15	51	98	56	8	43	81	57	5	23	63	50	7	59	92	48	1	0	48	—	RM1
2	34	22	—	5	14	94	52	5	71	64	29	5	68	61	30	2	29	54	—	3	84	32	—	—	2	—	—	RM2
3	23	31	—	8	13	47	23	2	65	23	—	3	59	24	—	—	29	—	—	3	83	67	—	—	0	—	—	RM3
—	X	—	—	1	X	50	—	1	X	23	—	—	X	—	—	1	X	23	—	—	X	—	—	—	X	—	—	RMSN
1	22	20	—	3	31	48	—	11	48	64	38	9	21	42	25	2	6	51	—	1	29	24	—	—	2	—	—	YNC
8	33	58	23	10	61	66	41	3	74	24	—	2	43	34	—	2	16	46	—	12	57	25	19	1	3	45	—	YN1
2	54	84	—	8	85	98	27	4	118	55	15	3	49	48	—	9	18	18	22	9	67	28	22	—	2	—	—	YN2
17	68	38	22	31	90	77	23	10	142	22	21	7	77	23	18	7	17	22	18	103	88	27	25	—	6	—	—	YN3
1	X	18	—	4	X	19	16	—	X	—	—	1	X	20	—	1	X	13	—	7	X	48	17	—	X	—	—	YNSN
—	14	—	—	—	19	—	—	—	29	—	—	—	14	—	—	—	6	—	—	—	9	—	—	—	1	—	—	PNC
2	29	17	—	—	44	—	—	—	64	—	—	—	25	—	—	—	12	—	—	—	23	—	—	—	3	—	—	PN1
1	31	40	—	—	63	—	—	—	93	—	—	—	33	—	—	—	9	—	—	—	31	—	—	—	4	—	—	PN2
2	43	18	—	16	81	30	23	6	152	22	19	1	40	19	—	3	12	22	—	9	31	27	20	1	7	19	—	PN3
1	X	21	—	—	X	—	—	1	X	17	—	1	X	15	—	—	X	—	—	—	X	—	—	—	X	—	—	PNSN
4	9	39	24	1	20	27	—	18	33	80	40	3	20	33	—	1	4	41	—	—	18	—	—	—	2	—	—	SKC
4	15	36	23	18	23	70	54	18	64	48	42	7	39	43	32	4	15	79	28	9	30	45	31	2	4	30	—	SK1
—	34	—	—	3	42	36	—	3	82	24	—	1	56	21	—	1	16	22	—	1	46	22	—	2	3	31	—	SK2
11	29	34	23	29	33	25	24	23	93	38	25	15	45	34	24	6	13	23	23	6	50	23	19	—	6	—	—	SK3
—	X	—	—	—	X	—	—	1	X	15	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	SKSN
1	3	17	—	—	2	—	—	3	14	37	—	—	7	—	—	1	5	19	—	—	6	—	—	1	1	18	—	DKC
—	10	—	—	2	6	34	—	3	20	21	—	3	10	22	—	—	4	—	—	—	6	—	—	—	2	—	—	DK1
3	8	21	—	1	7	26	—	3	23	118	—	1	11	41	—	—	5	—	—	1	11	33	—	—	2	—	—	DK2
4	16	18	18	12	8	23	21	8	46	21	19	1	10	18	—	2	6	30	—	3	11	24	—	—	2	—	—	DK3
—	X	—	—	1	X	18	—	—	X	—	—	—	X	—	—	—	X	—	—	2	X	24	—	—	X	—	—	DKSN
7	22	78	40	2	20	82	—	27	44	73	58	4	36	51	45	6	10	89	57	1	17	33	—	—	7	—	—	CSC
8	41	38	28	14	87	62	39	19	116	126	53	5	47	50	24	11	13	61	38	8	41	110	38	—	8	—	—	CS1
14	61	127	56	11	134	55	35	10	221	73	39	4	82	43	23	12	30	47	37	8	75	39	32	5	8	39	28	CS2
20	73	49	37	9	226	23	22	11	241	54	29	3	87	34	—	4	24	58	54	2	59	21	—	—	9	—	—	CS3
1	X	73	—	1	X	105	—	—	X	—	—	—	X	—	—	—	X	—	—	2	X	66	—	—	X	—	—	CSSN
4	7	104	76	7	4	141	93	19	17	118	105	5	6	103	89	3	7	97	—	5	10	105	99	3	3	98	—	SH1(L)
13	0	100	85	12	0	106	92	25	0	103	100	16	0	99	54	6	0	99	74	12	0	105	77	5	0	104	69	SH2(L)
16	0	99	74	18	0	143	66	16	0	71	58	10	0	71	58	6	0	57	46	8	0	66	51	2	0	57	—	SH3(L)
1	X	56	—	—	X	—	—	1	X	126	—	1	X	72	—	1	X	104	—	2	X	71	—	—	X	—	—	SHSN(L)
—	5	—	—	—	8	—	—	2	48	55	—	—	10	0	—	1	8	61	—	—	14	—	—	—	6	—	—	SH1(B)
—	0	—	—	—	0	—	—	1	0	51	—	1	0	44	—	—	0	—	—	1	0	74	—	—	6	—	—	SH2(B)
—	0	—	—	1	0	50	—	5	0	99	43	3	0	54	—	1	0	125	—	1	0	25	—	—	0	—	—	SH3(B)
—	X	—	—	1	X	54	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	SHSN(B)
1	4	62	—	1	5	49	—	3	11	67	—	—	3	—	—	—	1	—	—	—	3	—	—	—	0	—	—	SH1(T)
—	0	—	—	—	0	—	—	3	0	74	—	2	0	73	—	1	0	63	—	—	0	—	—	—	0	—	—	SH2(T)
—	0	—	—	1	0	51	—	—	0	—	—	1	0	5.	—	—	0	—	—	—	0	—	—	—	0	—	—	SH3(T)
—	X	—	—	—	X	—	—	1	X	51	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	SHSN(T)

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
							MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY	
			1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
(Cobbler)	SH1(C)	36	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	1	0	92	—
	SH2(C)	36	—	—	1	0	56	—	—	0	—	—	—	0	—	—	—	0	—	—	1	0	97	—
	SH3(C)	24	97	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—
	SHSN(C)	24	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
(Store)	SH1(S)	48	87	62	—	12	—	—	3	8	107	—	1	11	62	—	1	44	93	—	6	62	80	51
	SH2(S)	36	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	1	0	59	—
	SH3(S)	24	27	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—
	SHSN(S)	24	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
	SHC	18	26	24	2	0	82	—	2	0	36	—	—	0	—	—	1	0	25	—	—	0	—	—
Journalist	JOC	12	—	—	—	2	—	—	—	1	—	—	—	2	—	—	—	4	—	—	—	1	—	—
	JO1	12	—	—	—	2	—	—	—	0	—	—	—	1	—	—	—	4	—	—	—	10	—	—
	JO2	12	—	—	—	1	—	—	—	0	—	—	—	1	—	—	—	2	—	—	—	8	—	—
	JO3	12	—	—	—	3	—	—	—	2	—	—	—	0	—	—	—	6	—	—	—	10	—	—
	JOSN	12	23	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	23	—	—	X	—	—
Lithographer & Printer	LIC/PIC	12	44	—	—	0	—	—	—	0	—	—	1	0	33	—	2	0	35	—	—	0	—	—
	LI1/LI1	12	91	34	2	4	101	—	—	0	—	—	2	2	91	—	1	0	35	—	—	0	—	—
	LI2/PI2	12	63	—	1	0	54	—	1	1	63	—	1	0	43	—	1	0	19	—	—	0	—	—
	LI3/PI3	12	34	25	1	0	22	—	4	0	34	24	3	0	30	—	—	0	—	—	4	0	31	17
	LISN/PISN	12	56	—	1	X	50	—	—	X	—	—	1	X	56	—	—	X	—	—	—	X	—	—
Draftsman	DMC	12	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—	2	—	—	—	1	—	—
	DM1	12	—	—	—	2	—	—	—	3	—	—	—	0	—	—	—	9	—	—	—	7	—	—
	DM2	12	—	—	—	1	—	—	1	1	28	—	—	1	—	—	—	14	—	—	—	10	—	—
	DM3	12	23	—	—	0	—	—	—	1	—	—	1	2	16	—	—	8	—	—	—	1	—	—
	DMSN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Machinist's Mate	MMC	36	99	58	5	40	77	52	8	7	191	119	5	9	187	46	4	82	53	46	20	57	105	68
	MM1	48	191	119	25	29	186	101	19	4	130	116	12	19	137	104	17	67	94	80	33	76	191	123
	MM2	18	79	73	9	32	80	53	7	4	105	76	3	20	43	—	5	107	57	42	11	129	130	58
	MM3	24	79	70	9	13	69	51	3	5	87	—	2	0	67	—	6	0	67	54	11	29	99	56
	MMFN	24	57	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Engineman	ENC	36	71	57	1	11	50	—	4	6	165	57	6	10	74	54	2	27	55	—	8	36	153	56
	EN1	48	168	60	7	42	161	81	10	21	80	67	9	13	123	79	7	68	121	56	6	91	56	54
	EN2	30	78	57	3	53	50	—	2	27	61	—	7	17	96	77	3	74	78	—	14	63	62	54
	EN3	24	104	45	2	38	92	—	4	11	104	28	1	3	48	—	—	31	—	—	2	46	26	—
	ENFN	24	103	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Machinery Repairman	MRC	18	37	23	—	0	—	—	1	—	23	—	1	3	35	—	—	1	—	—	2	3	29	—
	MR1	18	122	—	1	5	26	—	3	2	121	—	—	2	—	—	1	10	122	—	—	10	—	—
	MR2	18	—	—	—	6	—	—	—	3	—	—	1	4	41	—	3	20	71	—	1	25	52	—
	MR3	18	—	—	—	3	—	—	—	0	—	—	—	1	—	—	—	2	—	—	2	3	98	—
	MRFN	18	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Boilerman	BTC	48	158	85	2	8	130	—	—	6	—	—	2	3	59	—	4	13	72	51	8	20	169	63
	BT1	48	173	118	28	10	140	118	21	3	116	107	24	7	129	106	34	25	117	107	28	24	110	107
	BT2	30	114	103	3	52	114	—	2	6	82	—	4	14	109	51	3	105	105	—	5	92	118	60
	BT3	36	91	73	4	25	63	54	4	2	80	40	2	2	92	—	6	13	156	55	9	8	59	56
	BTFN	36	101	58	2	X	93	—	—	X	—	—	3	X	101	—	—	X	—	—	2	X	58	—
Electrician's Mate	EMC	24	159	50	6	18	56	50	2	5	159	—	5	13	73	41	4	32	56	28	10	51	105	51
	EM1	24	93	81	9	18	81	64	15	7	128	95	7	9	91	73	8	40	70	53	18	58	101	98
	EM2	24	36	26	—	40	—	—	1	22	42	—	2	12	43	—	—	64	—	—	2	66	36	—
	EM3	24	—	—	0	7	0	0	—	2	—	—	1	1	30	—	—	26	—	—	—	24	—	—
	EMFN	24	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
I. C. Electrician	ICC	18	—	—	—	0	—	—	—	0	—	—	—	1	—	—	—	2	—	—	1	1	26	—
	IC1	18	146	23	2	8	85	—	1	1	68	—	1	4	134	—	—	29	—	—	—	20	—	—
	IC2	18	—	—	—	3	—	—	—	1	—	—	—	1	—	—	—	17	—	—	—	15	—	—
	IC3	18	24	24	2	13	21	—	—	0	—	—	2	1	49	—	—	3	—	—	1	2	22	—
	ICFN	18	58	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Metalsmith	MEC	24	62	52	—	0	—	—	2	1	53	—	2	2	56	—	5	5	93	49	1	8	51	—
	ME1	24	101	72	7	28	66	56	4	3	143	59	6	8	98	60	9	32	101	54	14	19	82	71
	ME2	30	75	74	9	6	90	74	1	0	67	—	5	5	76	43	8	7	80	58	11	12	86	71
	ME3	24	56	54	1	2	64	—	3	1	64	—	4	0	58	53	2	4	50	—	10	2	73	53
	MEFN	24	102	—	—	X	—	—	1	X	63	—	—	X	—	—	1	X	54	—	—	X	—	—
Pipe Fitter	FPC	24	58	31	3	0	73	—	—	1	—	—	—	3	—	—	6	3	67	51	3	2	74	—
	FP1	42	106	87	8	5	103	68	3	1	113	—	7	4	126	72	5	5	92	60	7	7	106	69
	FP2	24	100	58	—	2	—	—	—	0	—	—	4	3	100	44	1	21	28	—	13	13	65	61
	FP3	30	61	47	7	0	53	43	2	0	48	—	5	0	49	23	3	2	110	—	7	0	61	38
	FPFN	30	29	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Damage Controlman	DCC	24	37	—	—	0	—	—	—	2	—	—	—	2	—	—	2	6	192	—	2	14	41	—
	DC1	36	90	67	6	2	74	61	4	2	64	54	7	2	75	52	5	5	59	51	8	25	66	48
	DC2	36	63	54	5	11	56	47	5	4	78	51	5	2	89	68	2	11	57	—	8	46	56	51
	DC3	18	24	—	—	1	—	—	1	0	61	—	5	3	86	40	2	4	53	—	1	29	24	—
	DCFN	18	—	—	1	X	43	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE
		MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY		
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
—	0	—	—	—	0	—	—	1	0	69	—	—	0	—	—	1	0	99	—	1	0	53	—	—	0	—	—	SH1(C)
—	0	—	—	1	0	48	—	1	0	105	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SH2(C)
2	0	56	—	1	0	95	—	2	0	71	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SH3(C)
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	SHSN(C)
3	18	74	—	3	13	87	—	4	64	152	52	4	38	62	49	3	9	74	—	1	7	73	—	—	9	—	—	SH1(S)
—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SH2(S)
1	0	56	—	—	0	—	—	2	0	27	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SH3(S)
—	X	—	—	—	X	—	—	—	X	—	—	1	X	43	—	—	X	—	—	—	X	—	—	—	X	—	—	SHSN(S)
5	0	73	22	1	0	24	—	1	0	24	—	3	0	40	—	—	0	—	—	—	0	—	—	—	0	—	—	SHC
—	2	—	—	—	4	—	—	—	4	—	—	1	2	23	—	—	1	—	—	—	0	—	—	—	0	—	—	JOC
—	4	—	—	1	7	67	—	—	6	—	—	—	4	—	—	—	1	—	—	1	1	26	—	—	1	—	—	JO1
—	3	—	—	—	8	—	—	—	5	—	—	—	2	—	—	—	1	—	—	0	1	—	—	—	2	—	—	JO2
—	4	—	—	—	9	—	—	—	6	—	—	—	2	—	—	—	2	—	—	6	2	20	18	—	1	—	—	JO3
—	X	—	—	1	X	19	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	32	—	—	X	—	—	JOSN
1	0	22	—	—	0	—	—	1	0	25	—	2	3	33	—	—	0	—	—	2	3	41	—	—	0	—	—	LIC/PIC
—	0	—	—	—	0	—	—	2	4	35	—	—	3	—	—	1	0	34	—	—	2	—	—	—	0	—	—	LI1/PI1
—	0	—	—	—	1	—	—	—	1	—	—	—	4	—	—	—	0	—	—	—	3	—	—	—	0	—	—	LI2/PI2
1	0	17	—	8	0	24	22	6	0	79	21	1	5	17	—	1	0	23	—	6	3	25	23	—	0	—	—	LI3/PI3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	LISN/PISN
—	0	—	—	—	0	—	—	—	6	—	—	—	4	—	—	—	1	—	—	—	1	0	0	—	0	—	—	DMC
—	2	—	—	—	1	—	—	—	7	—	—	—	3	—	—	—	0	—	—	—	8	0	0	—	0	—	—	DM1
—	3	—	—	—	5	—	—	—	5	—	—	—	2	—	—	—	0	—	—	—	9	—	—	—	0	—	—	DM2
—	5	—	—	1	6	14	—	2	5	32	—	1	0	23	—	—	0	—	—	1	12	21	—	—	0	—	—	DM3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	DMSN
5	32	82	67	4	27	57	43	20	74	99	74	7	41	70	56	13	16	72	65	2	20	106	—	1	3	68	—	MMC
23	33	121	99	30	37	106	100	34	91	123	94	8	41	97	72	11	10	107	92	6	9	74	66	4	1	113	95	MM1
12	66	105	55	12	45	70	46	16	153	92	56	5	65	57	39	2	12	73	—	7	23	56	38	—	1	—	—	MM2
8	3	79	45	11	0	126	45	20	13	71	62	1	4	19	—	6	6	50	28	4	4	73	28	—	0	—	—	MM3
—	X	—	—	2	X	57	—	1	X	29	—	2	X	25	—	—	X	—	—	—	X	—	—	—	X	—	—	MMFN
6	9	159	59	4	9	74	51	19	24	71	61	3	15	69	—	2	9	79	—	2	14	64	—	—	7	—	—	ENC
5	26	124	56	12	19	99	66	12	77	78	55	7	40	109	58	7	28	168	63	1	23	54	—	1	22	60	—	EN1
11	20	67	57	8	14	70	49	12	82	75	52	2	61	140	—	4	46	77	48	2	26	81	—	2	9	43	—	EN2
7	4	87	53	7	1	82	57	4	38	100	49	3	12	47	—	7	19	50	45	1	21	29	—	—	16	—	—	EN3
—	X	—	—	—	X	—	—	2	X	103	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	ENFN
1	1	35	—	2	4	37	—	3	5	32	—	—	2	—	—	1	0	82	—	1	5	31	—	—	0	—	—	MRC
—	5	—	—	—	7	—	—	—	15	—	—	—	7	—	—	—	0	—	—	—	1	—	—	1	1	24	—	MR1
—	14	—	—	—	25	—	—	—	15	—	—	—	15	—	—	—	5	—	—	—	9	—	—	—	0	—	—	MR2
—	1	—	—	—	2	—	—	—	6	—	—	—	4	—	—	—	0	—	—	—	1	—	—	—	0	—	—	MR3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	MRFN
4	6	106	51	8	11	158	76	12	32	108	59	3	10	205	—	4	6	119	51	1	6	54	—	—	1	—	—	BTC
19	43	106	104	28	22	106	105	39	35	173	114	15	14	158	103	9	4	123	89	13	18	106	103	6	0	102	69	BT1
2	39	83	—	3	44	80	—	13	97	104	67	3	52	103	—	2	11	58	—	3	23	71	—	—	0	—	—	BT2
11	7	99	66	4	0	76	55	7	2	75	52	8	0	99	71	3	10	72	—	4	6	91	39	—	0	—	—	BT3
—	X	—	—	1	X	74	—	1	X	57	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	BTFN
7	32	162	49	3	21	45	—	18	45	55	52	5	27	52	43	1	12	42	—	3	18	51	—	—	3	—	—	EMC
9	16	87	53	10	22	103	58	12	41	81	63	3	27	87	—	6	12	103	56	3	12	98	—	2	7	56	—	EM1
2	18	37	—	3	16	53	—	1	73	42	—	2	30	57	—	3	24	31	—	—	20	—	—	—	9	—	—	EM2
1	3	49	—	1	1	39	—	—	15	—	—	2	11	56	—	—	7	—	—	—	14	—	—	—	3	—	—	EM3
—	X	—	—	1	X	43	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	EMFN
—	0	—	—	—	2	—	—	1	3	38	—	—	4	—	—	2	0	36	—	1	0	53	—	—	0	—	—	ICC
—	13	—	—	1	13	53	—	3	21	35	—	2	12	114	—	1	5	146	—	—	5	—	—	—	1	—	—	IC1
1	8	26	—	—	12	—	—	—	15	—	—	—	10	—	—	—	5	—	—	—	9	—	—	—	1	—	—	IC2
2	5	23	—	5	1	24	21	4	2	24	22	—	2	—	—	1	2	22	—	—	0	—	—	—	0	—	—	IC3
1	X	58	—	1	X	22	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	ICFN
2	7	67	—	1	5	47	—	13	15	90	52	1	6	62	—	1	2	45	—	—	3	—	—	—	1	—	—	MEC
7	8	137	59	4	12	72	54	16	29	99	73	3	13	69	—	5	5	61	48	—	4	—	—	—	1	—	—	ME1
8	3	93	56	8	9	96	72	5	20	74	52	4	7	66	51	3	2	92	—	—	1	—	—	—	0	—	—	ME2
5	3	56	40	3	1	52	—	—	11	—	—	5	0	52	25	1	0	66	—	1	2	93	—	—	0	—	—	ME3
1	X	52	—	—	X	—	—	1	X	102	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	MEFN
—	2	—	—	2	3	57	—	4	1	96	29	1	2	43	—	—	0	—	—	—	4	—	—	—	0	—	—	FPC
2	18	75	—	5	12	60	52	10	10	104	93	5	5	109	80	2	1	61	—	5	5	102	74	3	2	90	—	FP1
4	8	58	34	1	16	62	—	2	19	45	—	3	9	67	—	—	1	—	—	2	9	59	—	—	3	—	—	FP2
1	0	56	—	4	1	40	35	5	3	47	33	3	0	43	—	—	0	47	—	—	0	—	—	—	1	—	—	FP3
—	X	—	—	1	X	23	—	1	X	29	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	FPFN
—	3	—	—	1	8	37	—	—	8	—	—	3	9	51	—	4	0	91	46	—	7	—	—	—	4	—	—	DCC
7	9	56	56	5	6	90	53	9	7	68	59	4	8	81	36	3	6	72	—	7	6	63	61	3	8	51	—	DC1
6	12	53	42	5	13	111	60	4	15	56	44	1	5	51	—	4	9	58	41	—	11	—	—	1	10	43	—	DC2
3	9	35	—	4	3	36	21	—	18	—	—	—	9	—	—	1	1	24	—	—	14	—	—	—	8	—	—	DC3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	100	—	—	X	—	—	—	X	—	—	DCFN

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NFFDED TO APPLY SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
							MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY	
			1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
Patternmaker	PMC	18	—	—	1	0	110	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—
	PM1	18	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—
	PM2	18	—	—	1	0	67	—	—	0	—	—	—	0	—	—	—	1	—	—	—	0	—	—
	PM3	18	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—
	PMFN	18	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Molder	MLC	18	—	—	2	0	175	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—
	ML1	18	—	—	1	0	32	—	—	0	—	—	—	0	—	—	—	0	—	—	2	0	64	—
	ML2	18	—	—	—	1	—	—	2	0	57	—	1	0	56	—	—	0	—	—	1	0	53	—
	ML3	18	—	—	—	0	—	—	—	0	—	—	—	0	—	—	1	0	99	—	1	0	36	—
	MLFN	18	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Surveyor	SVC	12	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	2	—	—	—	0	—	—
	SV1	12	—	—	—	2	—	—	—	0	—	—	—	0	—	—	—	3	—	—	1	2	91	—
	SV2	12	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	3	—	—	—	1	—	—
	SV3	12	—	—	1	1	18	—	—	0	—	—	—	0	—	—	—	0	—	—	—	4	—	—
	SVCN	12	—	—	—	X	—	—	—	X	—	—	1	X	40	—	—	X	—	—	—	X	—	—
Construction Electrician's Mate	CEC	12	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	8	—	—	—	5	—	—
	CE1	12	—	—	1	1	20	—	—	0	—	—	—	0	—	—	—	11	—	—	—	3	—	—
	CE2	12	—	—	1	2	33	—	—	1	—	—	—	0	—	—	—	11	—	—	—	6	—	—
	CE3	12	22	—	4	1	55	37	—	0	—	—	2	0	17	—	1	1	29	—	2	6	27	—
	CECN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	17	—	—	X	—	—
Driver	CDC	18	—	—	1	2	79	—	2	—	69	—	—	1	—	—	—	14	—	—	1	10	44	—
	CD1	18	39	30	3	3	49	—	5	0	121	50	—	1	—	—	—	11	—	—	3	19	31	—
	CD2	18	81	48	—	4	—	—	—	0	—	—	1	1	33	—	2	7	74	—	5	34	69	29
	CD3	12	34	28	4	7	44	25	—	0	—	—	4	2	48	16	2	6	27	—	9	44	43	28
	CDCN	12	46	31	2	X	46	—	—	X	—	—	—	X	—	—	1	X	23	—	—	X	—	—
Mechanic	CMC	18	—	—	1	1	30	0	—	0	—	—	—	0	—	—	1	9	75	—	1	1	109	—
	CM1	18	21	—	1	1	43	0	2	0	71	—	—	0	—	—	—	11	21	—	2	5	36	—
	CM2	12	—	—	3	2	52	—	—	0	—	—	1	0	119	—	1	9	12	—	1	5	42	—
	CM3	12	34	17	2	4	32	—	—	0	—	—	1	0	30	—	—	10	—	—	5	5	34	19
	CMCN	12	20	—	1	X	33	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Builder	BUC	24	48	45	1	3	37	—	—	0	—	—	—	0	—	—	5	11	47	40	5	8	67	37
	BU1	18	—	—	1	1	126	—	—	0	—	—	—	2	—	—	—	21	—	—	1	7	31	—
	BU2	18	32	—	0	3	0	—	1	0	68	—	—	0	—	—	1	32	32	—	—	12	—	—
	BU3	12	32	25	4	4	40	18	3	0	52	—	—	0	—	—	2	10	32	—	—	7	—	—
	BUCN	12	49	15	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	19	—
Steel Worker	SWC	24	119	57	1	1	43	—	—	0	—	—	—	0	—	—	3	—	43	—	5	1	122	57
	SW1	18	43	—	5	1	53	27	—	0	—	—	—	0	—	—	—	1	—	—	3	3	50	—
	SW2	18	34	28	1	2	28	—	—	0	—	—	1	0	31	—	1	3	30	—	3	6	34	—
	SW3	12	24	24	1	1	33	—	1	0	22	—	4	0	24	15	0	4	28	—	3	2	46	—
	SWCN	12	26	18	—	X	—	—	—	X	—	—	—	X	—	—	1	X	18	—	2	X	26	—
	CN/CP	12	56	30	2	0	35	—	—	0	—	—	—	0	—	—	—	0	—	—	2	0	23	—
Utilities Man	UTC	12	—	—	1	1	28	—	—	0	—	—	1	0	1	—	—	8	—	—	1	4	20	—
	UT1	12	—	—	—	2	—	—	—	0	—	—	—	0	—	—	—	4	—	—	—	8	—	—
	UT2	12	—	—	—	2	—	—	—	2	—	—	—	2	—	—	—	5	—	—	—	8	—	—
	UT3	12	19	—	1	1	30	—	—	0	—	—	1	0	14	—	3	3	25	—	4	9	37	20
	UTCN	12	—	—	1	X	23	—	—	X	—	—	—	X	—	—	1	X	16	—	—	X	—	—
Steward	SDC	18	—	—	—	10	—	—	3	4	78	—	—	8	—	—	—	16	—	—	—	43	—	—
	SD1	36	63	—	9	19	83	66	16	5	139	81	11	13	98	33	10	20	114	51	2	68	107	—
	SD2	30	—	—	6	21	124	55	14	6	99	73	10	13	129	86	5	31	85	40	10	87	57	51
	SD3	30	—	—	12	24	152	104	11	3	93	69	10	15	71	70	1	29	41	—	—	129	—	—
	TN	12	—	—	8	106	68	42	6	24	68	47	5	35	33	25	3	91	91	—	—	521	—	—
Aviation Machinist's Mate	ADC	18	—	—	15	19	77	60	3	3	69	—	11	24	117	56	6	26	85	54	1	260	29	—
	AD1	18	—	—	2	42	48	—	1	6	51	—	9	41	68	58	3	36	38	—	19	415	49	31
	AD2	18	—	—	1	60	22	—	—	5	—	—	2	59	28	—	—	34	—	—	12	523	76	45
	AD3	12	—	—	—	69	—	—	1	4	34	—	1	84	19	—	—	44	—	—	12	731	59	31
	ADAN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	24	—
Aviation Electronics Technician	ALC/ATC	18	—	—	3	11	93	—	2	3	51	—	5	7	126	56	—	76	—	—	2	53	27	—
	AL1/AT1	18	—	—	5	18	106	47	3	3	126	—	3	23	82	—	1	15	51	—	3	104	87	—
Aviation Electronicsman	AL2/AT2	12	—	—	2	26	37	—	3	2	57	—	5	23	110	22	1	24	37	—	6	172	51	21
	AL3/AT3	12	—	—	4	31	34	16	2	4	37	—	3	29	56	—	2	37	27	—	1	229	16	—
	ALAN/ATAN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Aviation Ordnanceman	AOC	24	91	29	1	4	55	—	—	0	—	—	3	6	62	—	—	8	—	—	6	28	33	31
	AO1	24	—	—	10	7	108	67	1	0	73	—	5	4	127	54	—	14	—	—	8	44	56	53
	AO2	24	—	—	—	11	—	—	1	0	73	—	6	6	72	61	—	16	—	—	—	67	—	—
	AO3	18	46	22	2	17	21	—	4	0	42	21	7	9	68	36	3	22	70	—	8	77	24	22
	AOAN	18	—	—	—	X	—	—	—	X	—	—	1	X	41	—	—	X	—	—	1	X	23	—
Aviation Boatswain's Mate	ABC	18	54	—	—	2	—	—	—	0	—	—	—	15	—	—	1	7	28	—	2	20	41	—
	AB1	24	72	46	4	2	84	47	2	0	72	—	8	24	85	51	2	11	50	—	6	38	95	28
	AB2	18	32	—	1	3	41	—	—	1	—	—	—	43	—	—	2	14	37	—	1	46	23	—
	AB3	12	23	22	4	4	38	17	9	0	36	24	14	54	39	18	1	21	17	—	4	66	21	18
	ABAN	12	—	—	1	X	78	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE
		MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY		
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
—	0	—	—	—	0	—	—	—	3	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	
—	0	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	1	—	—	—	0	—	—	PMC
—	1	—	—	—	0	—	—	—	3	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	PM1
—	3	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	PM2
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	0	—	—	—	0	—	—	—	0	—	—	PM3
																—	X	—	—	—	X	—	—	—	X	—	—	PMFN
—	0	—	—	—	7	—	—	1	2	25	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	
—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	MLC
—	0	—	—	—	0	—	—	—	2	—	—	—	3	—	—	—	0	—	—	—	0	—	—	—	0	—	—	ML1
1	0	40	—	—	0	—	—	—	2	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	ML2
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	0	—	—	—	0	—	—	—	0	—	—	ML3
																—	X	—	—	—	X	—	—	—	X	—	—	MLFN
—	0	—	—	—	1	—	—	—	4	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	
—	1	—	—	—	1	—	—	—	4	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SVC
—	2	—	—	—	0	—	—	—	2	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SV1
—	1	—	—	—	1	—	—	—	7	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SV2
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	0	—	—	—	0	—	—	—	X	—	—	SV3
																—	X	—	—	—	X	—	—	—	X	—	—	SVCN
—	5	—	—	—	8	—	—	—	8	—	—	—	2	—	—	—	0	—	—	—	1	—	—	—	0	—	—	
—	3	—	—	—	6	—	—	1	10	36	—	—	1	—	—	—	0	—	—	1	0	45	—	—	0	—	—	CEC
—	3	—	—	—	2	—	—	—	12	—	—	—	1	—	—	—	1	—	—	—	0	—	—	—	0	—	—	CE1
1	4	15	—	3	3	18	—	4	23	50	16	—	2	—	—	—	0	—	—	—	0	—	—	—	0	—	—	CE2
—	X	—	—	1	X	23	—	—	X	—	—	1	X	16	—	—	X	—	—	—	X	—	—	1	0	15	—	CE3
																								—	X	—	—	CECN
—	9	—	—	—	2	—	—	1	17	38	—	—	4	—	—	—	1	—	—	—	1	—	—	—	0	—	—	
4	13	41	31	2	2	48	—	2	23	56	—	—	3	—	—	1	1	30	—	1	2	24	—	—	0	—	—	CDC
1	18	72	—	4	7	81	29	2	27	28	—	2	4	66	—	1	0	39	—	—	3	—	—	—	0	—	—	CD1
3	23	23	—	7	11	23	21	10	45	40	27	—	6	—	—	4	2	26	14	2	11	31	—	—	0	—	—	CD2
6	X	37	24	2	X	38	—	4	X	46	17	—	X	—	—	—	X	—	—	—	X	—	—	—	0	—	—	CD3
																								—	X	—	—	CDCN
1	5	151	—	—	6	—	—	—	8	—	—	1	2	26	—	—	0	—	—	—	0	—	—	—	0	—	—	
—	5	—	—	—	1	—	—	—	15	—	—	—	2	—	—	—	0	—	—	—	0	—	—	—	0	—	—	CMC
—	10	—	—	1	3	33	—	—	23	—	—	—	3	—	—	1	0	35	—	—	0	—	—	—	1	—	—	CM1
—	11	—	—	4	0	68	15	2	28	17	—	—	3	—	—	1	0	17	—	—	0	—	—	—	1	—	—	CM2
1	X	28	—	1	X	34	—	1	X	20	—	—	X	—	—	—	X	—	—	—	X	—	—	—	1	—	—	CM3
																								—	X	—	—	CMCN
2	7	37	—	1	5	34	—	4	12	48	29	1	3	35	—	1	1	45	—	—	0	—	—	—	0	—	—	
1	7	31	—	—	8	—	—	1	17	27	—	—	9	—	—	—	2	—	—	—	0	—	—	—	0	—	—	BUC
0	9	—	—	—	13	—	—	—	27	—	—	—	9	—	—	—	0	—	—	1	0	32	—	—	0	—	—	BU1
0	7	—	—	3	5	28	—	2	45	18	—	—	2	—	—	1	1	40	—	—	0	—	—	—	0	—	—	BU2
1	X	28	—	—	X	—	—	1	X	49	—	1	X	27	—	—	X	—	—	—	X	—	—	—	0	—	—	BU3
																								—	X	—	—	BUCN
—	0	—	—	2	1	33	—	4	3	119	41	1	1	61	—	—	0	—	—	—	0	—	—	—	0	—	—	
—	1	—	—	—	14	—	—	3	8	40	—	—	1	—	—	—	1	—	—	1	0	43	—	—	0	—	—	SWC
—	3	—	—	3	2	65	—	—	15	—	—	—	2	—	—	—	0	—	—	—	0	—	—	—	0	—	—	SW1
—	3	—	—	1	0	24	—	6	25	24	18	1	0	22	—	—	0	—	—	1	0	17	—	—	0	—	—	SW2
2	X	22	—	2	X	26	—	1	X	26	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	SW3
2	0	28	—	—	0	—	—	2	0	56	—	2	0	44	—	—	0	—	—	—	0	—	—	—	0	—	—	SWCN
																								—	0	—	—	CN/CP
—	0	—	—	1	1	31	—	2	9	42	—	—	5	—	—	1	2	26	—	—	0	—	—	—	0	—	—	
—	3	—	—	2	4	33	—	2	8	28	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	UTC
—	3	—	—	—	4	—	—	—	9	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	UT1
3	4	30	—	2	5	25	—	2	16	19	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	UT2
—	X	—	—	—	X	—	—	1	X	21	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	UT3
																								—	X	—	—	UTCN
—	13	—	—	—	7	—	—	26	16	199	86	8	12	264	75	1	5	31	—	1	14	25	—	—	8	—	—	
5	25	142	37	5	17	53	41	51	30	107	80	25	21	183	80	3	8	71	—	5	16	54	43	4	11	62	46	SDC
1	37	42	—	7	22	61	53	14	44	199	71	11	23	73	66	3	8	126	—	11	17	151	54	3	7	71	—	SD1
—	48	—	—	—	29	—	—	4	51	130	32	—	25	—	—	—	10	—	—	4	20	74	47	—	5	—	—	SD2
—	147	—	—	2	95	28	—	4	146	142	11	3	94	31	—	—	30	—	—	10	60	56	34	—	345	—	—	SD3
																												TN
3	156	58	—	—	77	—	—	7	48	57	43	2	29	28	—	11	2	96	91	—	84	—	—	1	3	32	—	
4	268	70	26	7	143	41	28	8	89	112	49	6	49	96	27	9	5	149	60	—	144	—	—	—	6	—	—	ADC
4	388	60	24	6	191	85	24	2	123	36	—	4	63	32	22	3	8	50	—	—	185	—	—	1	10	22	—	AD1
—	515	—	—	—	238	—	—	—	180	—	—	3	79	49	—	5	6	49	23	—	260	—	—	—	13	—	—	AD2
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	AD3
																								—				ADAN
1	36	32	—	—	22	—	—	—	44	—	—	7	6	117	72	7	1	99	33	—	39	—	—	—	1	—	—	
3	73	68	—	4	47	66	23	—	55	—	—	7	13	146	66	3	2	87	—	5	45	58	40	1	2	86	—	ALC/ATC
—	109	—	—	1	47	26	—	—	75	—	—	1	17	17	—	2	3	29	—	—	57	—	—	1	4	24	—	AL1/AT1
—	142	—	—	2	69	43	—	—	94	—	—	1	24	24	—	—	3	—	—	—	68	—	—	—	5	—	—	AL2/AT2
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	AL3/AT3
																								—				ALAN/ATAN
—	19	—	—	2	1	94	—	6	16	178	30	6	6	153	83	9	—	181	92	—	16	—	—	—	0	—	—	
2	34	45	—	2	5	80	—	3	35	190	—	7	9	75	68	7	2	79	62	—	24	—	—	—	0	—	—	AOC
—	47	—	—	2	8	80	—	1	41	52	—	3	13	50	—	4	3	104	43	—	23	—	—	—	0	—	—	AO1
12	77	65	27	5	4	56	50	5	51	30	22	3	22	22	—	1	4	56	—	—	26	—	—	—	0	—	—	AO2
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	AO3
																								—				AOAN
—	10	—	—	—	4	—	—	2	9	48	—	3	6	54	—	—	0	—	—	3	11	61	—	—	1	—	—	
1	21	28	—	1	6	30	—	—	15	—	—	1	11	70	—	—	1	—	—	2	27	32	—	1	0	48	—	ABC
3	32	32	—	3	5	57	—	1	16	18	—	—	19	—	—	—	0	—	—	—	26	—	—	1	1	39	—	AB1
12	41	23	20	2	13	21	—	7	28	23	22	5	20	22	18	2	0	21	—	2	31	19	—	—	1	—	—	AB2
—	X	—	—	—	X	—	—	1	X	15	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	AB3
																												ABAN

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
							MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY	
			1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
Aviation Electrician's Mate	AEC	18	—	—	1	3	29	—	1	0	62	—	2	4	44	—	—	5	—	—	1	39	22	—
	AE1	18	11	—	6	8	88	46	—	0	—	—	3	7	49	—	—	7	—	—	3	93	28	—
	AE2	12	23	—	2	10	79	—	—	2	—	—	2	11	62	—	—	11	—	—	4	145	73	22
	AE3	12	—	—	—	14	—	—	1	1	24	—	2	12	24	—	1	10	23	—	5	194	31	18
	AEAN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Aviation Structural Mechanic	AMC	18	—	—	5	4	67	40	—	1	—	—	4	10	110	68	1	5	201	—	9	96	108	60
	AM1	18	—	—	3	11	47	—	—	2	—	—	9	15	81	56	—	14	—	—	—	219	—	—
	AM2	12	—	—	1	13	66	—	—	1	—	—	—	22	—	—	—	13	—	—	—	310	—	—
	AM3	12	—	—	5	20	31	22	1	1	34	—	1	32	21	—	—	21	—	—	—	385	—	—
	AMAN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Parachute Rigger	PRC	12	—	—	1	3	23	—	—	0	—	—	—	6	—	—	—	4	—	—	—	20	—	—
	PR1	18	—	—	—	2	—	—	—	0	—	—	—	4	—	—	—	3	—	—	2	29	44	—
	PR2	12	38	—	—	2	—	—	—	0	—	—	1	3	20	—	—	2	—	—	2	41	23	—
	PR3	12	—	—	—	4	—	—	—	0	—	—	—	10	—	—	—	5	—	—	—	61	—	—
	PRAN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Aviation Storekeeper	AKC	18	—	—	—	5	—	—	—	0	—	—	—	9	—	—	1	9	121	—	2	27	50	—
	AK1	18	33	—	—	10	—	—	1	0	53	—	3	17	65	—	1	14	21	—	4	50	43	27
	AK2	12	—	—	2	15	22	—	—	0	—	—	—	22	—	—	—	24	—	—	—	70	—	—
	AK3	12	—	—	—	16	—	—	1	0	25	—	—	32	—	—	—	28	—	—	—	100	—	—
	AKAN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Photographer's Mate	PHC	18	—	—	1	3	70	—	—	2	—	—	—	6	—	—	—	7	—	—	—	12	—	—
	PH1	18	—	—	—	3	—	—	1	3	89	—	—	12	—	—	—	16	—	—	—	26	—	—
	PH2	12	—	—	1	5	91	—	1	3	50	—	—	8	—	—	—	16	—	—	—	40	—	—
	PH3	12	—	—	—	4	—	—	—	4	—	—	1	10	23	—	—	22	—	—	—	45	—	—
	PHAN	12	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—
Airman	AN	12	54	—	7	397	19	18	4	17	17	17	7	368	19	18	—	424	—	—	—	3938	—	—
Hospital Corpsman	HMC	18	30	26	4	87	34	19	0	80	—	—	0	67	—	—	2	154	21	—	16	89	31	29
	HM1	18	37	22	5	85	50	28	2	71	28	—	4	81	36	19	0	187	—	—	15	173	59	25
	HM2		NO WAITING																					
	HM3		NO WAITING																					
	HN		NO WAITING																					
	HA		NO WAITING																					
Dental Technician	ALL DT RATES		NO WAITING																					

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 42 — Advises that, with certain exceptions, applications for five-year term insurance will be accepted by Veterans Administration only through 31 Dec 1956.

No. 43 — Established revised values of commuted and leave rations.

No. 44 — Ordered revisions in certain paragraphs of the *Navy Comptroller's Manual.*

No. 45 — Announced the convening of a line selection board to consider USN and USNR officers on active duty for temporary promotion to the grade of lieutenant commander.

No. 46 — Announced approval by the President of the reports of two selection boards which recommended USN and USNR officers for temporary promotion to grade of commander and USN women officers for permanent promotion to grade of commander.

No. 47 — Announced the convening of a selection board to consider USN women Supply Corps officers for promotion to the grade of commander.

No. 48 — Called attention to the duty and privilege of every citizen to exercise his rights to a free vote and urged all Navymen to take advantage of absentee ballots.

—Instructions—

No. 1222.1A — Concerned with the identification of strikers.

No. 1301.26 — Reaffirms policy regarding the use of medical officers throughout the Fleet and shore establishment.

No. 1306.53A — Provides information concerning the selection and assignment of enlisted personnel, qualified in submarines, in certain ratings and pay grades to the Nuclear Powered Submarine Training Program.

No. 1320.4B — Provides information concerning the assembly and training of officers and enlisted personnel for new construction or conversion of vessels other than submarines.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH IS ON PAGE 13

1. **(b) Stop.**
2. **(c) Cross over a railroad track.**
3. **(a) Traffic regulation and information.**
4. **(c) Railroad crossing.**
5. **(b) Caution, slow down.**
6. **(b) Yield right of way.**

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE
		MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY			
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
1	26	35	—	—	12	—	—	2	12	68	—	4	5	63	42	—	0	—	—	—	14	—	—	—	1	—	—	AEC
1	59	27	—	2	20	33	—	—	24	—	—	4	6	50	28	3	1	67	—	—	23	—	—	—	1	—	—	AE1
2	91	31	—	2	34	25	—	1	37	21	—	2	12	48	—	—	0	—	—	1	37	22	—	—	1	—	—	AE2
—	123	—	—	—	47	—	—	1	33	21	—	1	17	23	—	2	1	29	—	—	34	—	—	—	1	—	—	AE3
—	X	—	—	—	X	—	—	-	X	—	—	—	X	—	—	1	X	37	—	—	X	—	—	—	X	—	—	AEAN
2	75	63	—	—	22	—	—	5	22	50	46	6	9	51	32	2	1	94	—	—	19	—	—	—	2	—	—	AMC
—	173	—	—	—	45	—	—	3	47	32	—	7	19	49	40	5	1	89	49	—	37	—	—	—	4	—	—	AM1
—	215	—	—	—	76	—	—	1	61	25	—	1	29	27	—	2	1	53	—	—	51	—	—	—	5	—	—	AM2
—	303	—	—	1	96	49	—	—	85	—	—	—	36	—	—	4	1	94	26	—	68	—	—	—	7	—	—	AM3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	AMAN
—	11	—	—	—	3	—	—	—	8	—	—	—	4	—	—	—	1	—	—	—	4	—	—	—	1	—	—	PRC
—	23	—	—	—	8	—	—	—	10	—	—	—	1	—	—	—	0	—	—	1	9	78	—	—	0	—	—	PR1
1	36	22	—	—	11	—	—	1	16	22	—	1	2	73	—	1	0	38	—	2	10	21	—	—	1	—	—	PR2
—	49	—	—	—	14	—	—	—	20	—	—	—	7	—	—	—	1	—	—	1	15	22	—	—	2	—	—	PR3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	1	X	67	—	—	X	—	—	—	X	—	—	PRAN
1	12	27	—	—	3	—	—	1	14	22	—	—	7	—	—	1	1	54	—	—	14	—	—	—	1	—	—	AKC
2	25	43	—	3	5	57	—	6	24	51	23	1	16	32	—	—	1	—	—	—	17	—	—	—	1	—	—	AK1
—	39	—	—	—	6	—	—	—	36	—	—	—	23	—	—	—	2	—	—	—	21	—	—	—	2	—	—	AK2
—	53	—	—	1	12	23	—	—	47	—	—	—	31	—	—	—	3	—	—	—	25	—	—	—	2	—	—	AK3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	AKAN
—	5	—	—	—	2	—	—	2	8	42	—	—	3	—	—	1	1	27	—	—	0	—	—	1	2	78	—	PHC
—	9	—	—	—	4	—	—	—	20	—	—	—	8	—	—	—	3	—	—	1	0	21	—	—	1	—	—	PH1
—	13	—	—	—	4	—	—	—	30	—	—	—	7	—	—	1	2	34	—	—	0	—	—	—	1	—	—	PH2
—	13	—	—	2	6	19	—	—	43	—	—	1	12	58	—	—	0	—	—	—	0	—	—	—	2	—	—	PH3
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	PHAN
—	2261	—	—	1	671	54	—	2	1231	27	—	2	612	21	—	3	51	19	—	—	0	—	—	—	167	—	—	AN
1	34	26	—	4	128	27	18	22	174	32	31	20	114	34	32	12	42	37	33	0	126	—	—	0	12	—	—	HMC
6	41	31	22	13	72	30	25	16	240	29	28	10	115	29	23	14	40	63	35	5	145	27	22	0	15	—	—	HM1
NO WAITING																												HM2
NO WAITING																												HM3
NO WAITING																												HN
NO WAITING																												HA
NO WAITING																												ALL DT RATES

No. 1440.14A — Ends the procedures by which personnel were brought into the GS, GF and AQ ratings and establishes the procedures under which further designations to these ratings will be made.

No. 1510.69A — Outlines a program of advanced technical education for enlisted personnel.

No. 1520.31A — Provides revised procedures for procurement of educational instruction, other services and material for officers in Five-Term College Training Program.

No. 1540.2B — Contains information regarding the assignment of enlisted personnel to initial submarine training and duty and the return of personnel qualified in submarines to the submarine service.

No. 1741.8 — Describes procedure for obtaining and recording Social Security Account Number Cards for active duty personnel.

—Notices—

No. 1210 (29 August) — Invited applications from certain permanently commissioned USN line officers for transfer to the Supply Corps.

No. 1420 (29 August) — Announced the names of those Medical Corps and Dental Corps officers eligible for consideration for promotion to the grade of captain and commander in fiscal year 1957.

No Acknowledgment of Shore Duty Request Cards

Individual acknowledgment of shore duty request cards (NavPers 2416) has been discontinued effective as of 2 Oct 1956. Acknowledgment will be made only of those request cards which contain erroneous information or do not meet eligibility requirements. This step is being taken as an administrative measure to get a large backlog of request cards placed on the SDEL.

If you do not hear from the Bureau after submitting your request for shore duty you can assume that your request is OK and your name has been put on the Shore Duty Eligibility List.

No. 1223 (31 August) — Announced Change No. 1 to BuPers Inst. 1223.1 which is concerned with the selective emergency service rates.

No. 1920 (31 August) — Concerned with instructions for administration of Officer Interview Forms (NavPers 18443A).

No. 1440 (10 September) — Established procedures for effecting changes in rating for personnel on active duty in the Quartermaster, Aviation Electronics and Aviation Fire Control Technicians ratings.

No. 1120 (11 September) — Invited applications from permanently commissioned USN line officers not above the grade of lieutenant for designation as Special Duty (Law) officers.

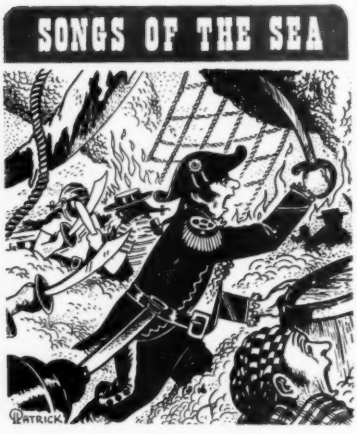
No. 1020 (12 September) — Announced details of a Fleet trial of proposed lightweight blue raincoat for officers and chief petty officers.

No. 1401 (17 September) — Announced the selection of officers and enlisted personnel recommended for appointment to permanent grade of ENS, Medical Service Corps, USN.

BOOKS: WIDE CHOICE AVAILABLE IN MONTH'S SELECTION

NO MATTER WHAT your reading taste, you'll find satisfaction in one of the many volumes available at your ship or station libarary. Here's a brief description of just a few selected by your Bureau Library Services Branch this month.

There's plenty of salt in the selection. As you might guess, ***The Naked Warriors,*** by CDR Francis D. Fane and Dan Moore, is a history of that phase of World War II amphibious operations concerned with the work of the Underwater Demolition Teams. It covers the activities of the UDTs from their origin on through the many maneuvers, small and large, which aided the Allies in the South Pacific, the Atlantic and in the Korean campaign. While introductory chapters deal with the concept of UDT, the history of its training program and its purpose—to find dangerous inshore obstructions and assist the landing of troops against immediate opposition—these are followed by play-by-play descriptions of invasions and campaigns. The book tells of Saipan and the first major test of the newly organized UDT, of Guam and of the climax on Okinawa.



Stormalong

He was a sailor bold and true,
To my aye, storm along!
A good skipper to his crew;
Aye, aye, aye, Mister Stormalong!
Of captains brave, he was the best,
To my aye, storm along!
But now he's gone and is at rest;
Aye, aye, aye, Mister Stormalong!
He lies low in an earthen bed,
To my aye, storm along!
Our hearts are sore, our eyes are red;
Aye, aye, aye, Mister Stormalong!

By Sea and By Stealth by Burke Wilkinson, is another dramatized occupational handbook for Navymen. The author has concentrated on the "sneak attacks" by individuals against the enemy in his home port. He tells of midget subs of World War II, of canoes gliding serenely over enemy harbor defense systems and of devices resembling human torpedoes. The stories are not confined to any one nation. The Italians, it seems, were the experts at this kind of individual warfare and, of them all, De La Penne is probably tops for cold courage. It was he who, in the wake of a British destroyer, slipped through the defenses at Alexandria and planted under HMS *Valiant* an explosive charge from his submersible torpedo boat. When captured, he kept a stony silence when he was questioned directly above the spot where the battleship was about to explode. The exploits of the Germans at Scapa Flow, the ventures of the Japanese with suicide boats, miniature subs and kamikaze planes are described, as well as the British placidly paddling their canoes among Nazi shipping on the French coast. The author knows how to write and knows his subject.

A true I-was-there epic is told by Joseph T. O'Callahan in ***I Was Chaplain on the Franklin.*** He describes in detail the day-to-day routine of life abroad a carrier during World War II but the major portion of the book is, of course, devoted to the battle in which *Franklin* achieved immortality. Chaplain O'Callahan however, is more concerned with the personal heroism of the men aboard, and tells his story well.

On the other hand, ***The Cruiser,*** by Warren Tute, is a novel primarily centered about the life and death of a British ship during the same period in which the ship, together with its crew, is considered as a single unit. The author takes you through the commissioning of HMS *Antigone,* the varied lives and backgrounds of the men who constitute its crew, and how the crew made the ship and how the ship affected the lives of the crew. The windup is, of course, a blood-and-thunder sea battle which *Antigone* loses valiantly.

Had enough of the sea? Want to forget it all? Try burying yourself in ***The Fireside Book of Baseball,*** a voluminous volume compiled by Charles Einstein. Whether or not you're a baseball fan, you'll find something to enjoy in this vast collection of short stories, straight news, biography and doggerel, ranging in subject matter from a boy's nostalgic memories to the background on baseball nicknames. However, each item has one feature in common—it has something or other to do with baseball. As with most anthologies, it's a handy book to pick up for a few minutes quick reading. It's obvious that Mr. Einstein not only knows his baseball personalities, but he also knows good writing when he sees it.

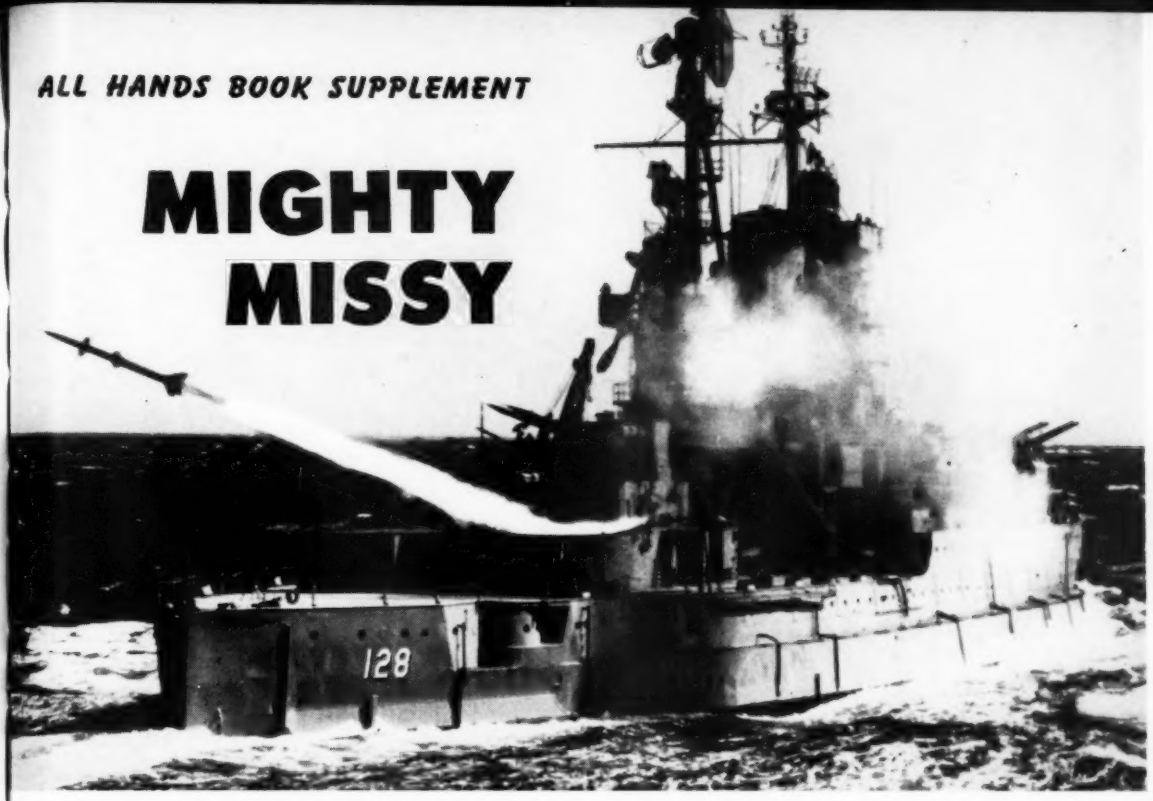
Another drastic change of pace may be found in the novel, ***The Sound of Waves,*** by Yukio Mishima. The major story line is deceptively simple—the competition of the eligible young men of the Japanese island of Uta-jima for the hand of the daughter of the local, and somewhat ruthless, merchant although she has already pledged herself to the lowly fisherman, Shinji. But in telling this story, Mishima succeeds in conveying the heart-warming flavor of the people of the island, a rocky, wooded and barren place but regarded by its inhabitants as the most beautiful in all Japan.

The author skillfully weaves about the story his description of the life and customs of the people, evoking all the pictorial and dramatic ramification of his setting. The men are fishermen, especially for octopus, and the women are skin divers for seaweed and abalone. The bottom of their particular portion of the Pacific Ocean is as familiar as their own gardens and the island's isolated simplicity much more welcome than the flashy manisfestations of civilization such as automobiles, trolley cars, movies and neon lights encountered in trips to the city.

Mishima presents a story which depends solely upon skill of presentation and atmosphere for its effectiveness. Because of the two main characters, Shinji and Hatsue, you'll have a deeper respect and affection for all Japanese and all people.

ALL HANDS BOOK SUPPLEMENT

MIGHTY MISSY



At the time of her commissioning, *Mississippi* was one of the most formidable weapons devised by man. Today, in spite of her outstanding record, technological advances have been so rapid it has been found more advantageous to scrap her than to maintain her as even an experimental vessel.

On 31 July, USS *Mississippi* (AG 128) was towed across the Southern Branch of the Elizabeth River to be moored at Berth No. 1, Norfolk Naval Shipyard. Compared to *Mississippi's* earlier travels it wasn't much of a move, but to her it was significant. After a brief ceremony she was officially turned over to the custody of the Commandant, Fifth Naval District and placed "in commission, in reserve," a polite term in this instance for dismantling and the scrap heap.

Known as "Mighty Missy" in her happier days, *Mississippi* was ready to be retired. The sun was shining and it was a fine, warm day, but it shouldn't have been. A raw wind, overcast skies and a drizzle of rain would have been more appropriate. The tired ship no longer resembled the proud veteran of World War I, nor even the USS *Mississippi* (BB 41) of World War II. Her sides were like those of a hungry dog whose ribs showed through its dirty hide. Only one of her turrets was left and there were large gaping holes in her deck where much classified equipment had been removed. It was not a happy occasion.

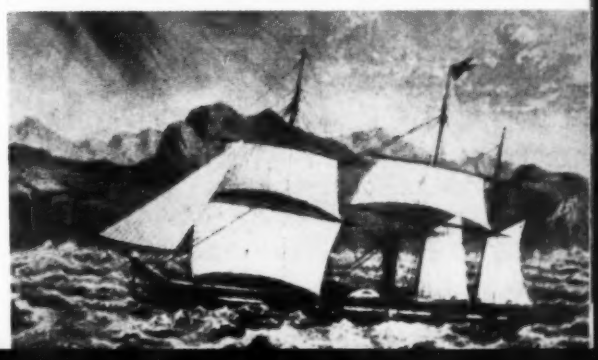
However, scrapping of *Mississippi* emphasized once again how far and how rapidly the entire Navy has traveled in the past 40 years. At her commissioning in 1917, the 33,000-ton battleship comprised the mightiest single element of U. S. seapower at that time.

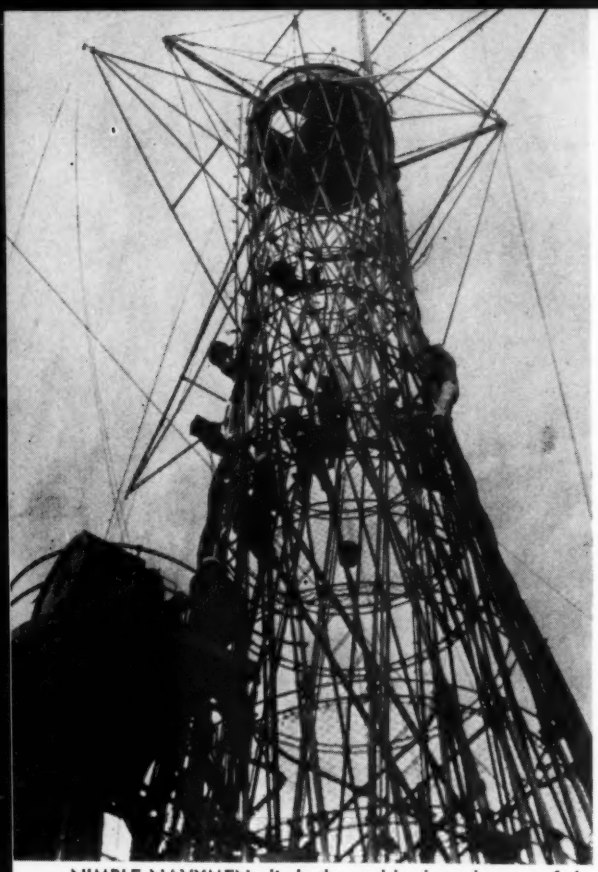
Into this ship, American technical knowledge was combined with the finest naval tactical skills that had yet been produced. All the trials went according to schedule and the shakedown showed that all the qualities which make a ship great were present in *Mississippi*.

She was big and tough. She made a top speed of 21 knots and carried an armament of twelve 14-inch guns, fourteen 5-inch broadside guns and an antiaircraft battery of four 3-inch guns.

BB 41 was the third USN vessel to bear the name Mississippi. *The first was a paddle wheel steamer of some 1692 tons equipped with 10 enormous pivot guns and was designed about 1840 by the then Captain (later Commodore) Matthew C. Perry,* USN. *She was, in her time, the most celebrated dreadnaught of her day. It was*

FIRST *MISSISSIPPI*, a paddle wheel steamer, is shown in painting with COMO Perry's famous expedition to Japan.





NIMBLE NAVYMEN climb the webbed steel cage of the battleship *Mississippi's* foremast to apply a coat of paint.

this vessel which formed the backbone of Commodore Perry's expedition to Japan. In 1862, the ship participated in operations against the forts below New Orleans, came through unscathed, only to be destroyed by fire in the battle of Port Hudson the following year.

The second vessel named Mississippi *was BB 23, of 13,000 tons displacement. Launched in 1905, she served with the Fleet for a few years and then was sold to Greece shortly before World War I. She was still in service more than 30 years later.*

IN 1919 at the end of her substantial, if not spectacular World War I career, *Mississippi,* along with a number of other major combatant ships, was transferred to the Pacific Fleet.

She was a proud and happy ship. Her personnel augmented that pride by winning the award for gunnery and engineering efficiency many times, and to prove that she excelled in play as well as in work, the vessel also won the "Iron Man," symbol of the Fleet Athletic Championship, for six consecutive years. Her reputation as a fighting ship, and her outstanding morale, made her an enviable duty assignment for both officers and men.

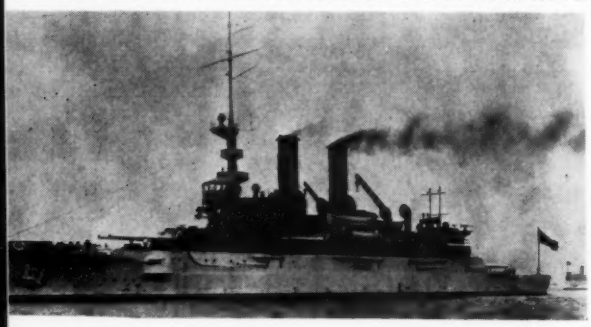
It wasn't all fun and games. On 12 Jun 1921 she was engaged in firing Advance Practice "B," together with *Tennessee* and *Idaho* off San Pedro, Calif. In the right gun of Number Two turret, there appeared to be some trouble with air pressure. The gun captain picked up a wrench to fix it. The shell was rammed home, four bags of power placed on the spanner tray and rammed into the gun, the rammer was withdrawn when, from the breech a small grayish ball of smoke and flame was followed by a large flash. Flame and gases immediately filled the gun compartment, passed through the safety doors above the shell table to the other two gun compartments and through the peep doors to the turret officer's booth. Forty-five enlisted men and three officers lay dead in the gas-filled turret as a result of asphyxiation. *Missy* continued to fire her other three turrets until the exercise was over, and then asked permission to drop out of the battle line to fight her fires. Within a short time she rejoined the formation and proceeded back to port in the usual manner.

In 1933 the ship was modernized, together with her sister ships, *Idaho* and *New Mexico,* her cage mast removed, her armament improved by the addition of a modern fire control system, all engineering installations replaced, and many alterations made in the hull design.

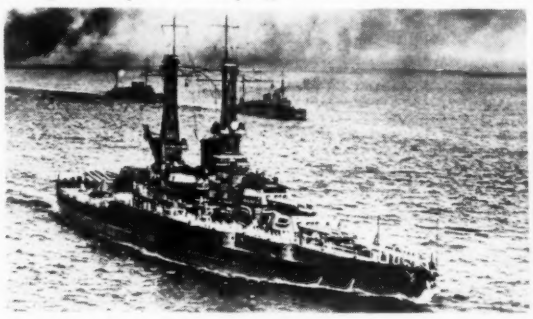
From June to December 1941 there were long periods of patrol in the icy, gale-torn North Atlantic. On one scouting mission during these pre-war operations, *Mississippi* went through one of the worst North Atlantic storms of recent times, losing some of her boats, topside equipment, and finally having her main catapult torn loose from the quarterdeck and washed over the sides.

WHEN THE SMOKE and flames of Pearl Harbor died away on 7 Dec 1941, *Mississippi* and her sister ships *Tennessee* and *Idaho,* which were lying quietly at anchor at Hvalfjord, Iceland, represented most of the remaining battleship strength of the United States Navy. *Mississippi* was promptly transferred to the Pacific Fleet to hold our remaining communication lanes in the Pacific.

SECOND *MISSISSIPPI* was Battleship No. 23. She was launched in 1905 and sold to Greece before World War I.



MISSISSIPPI of today, (BB 41), hit the water in 1917. Her guns helped in keeping control of seas in WWI.



Her assignment after arrival at San Francisco in January 1942 was to escort a convoy of much needed supplies to Pearl Harbor and to return immediately to the West Coast which, at that time, was considered to be in danger of enemy attack. Then, from January to July of the first year of our war, *Mississippi* was based on the West Coast.

From August to November, after the carrier battles of Coral Sea and Midway, she was tactically deployed as an uncommitted reserve for our Central Pacific Forces, operating mostly in Hawaiian waters, in strategic support of our light scouting.

In the opening months of 1943 *Mississippi* operated with our Pacific Forces and, among other duties, formed the backbone of a task force which extricated the battle-damaged cruiser *Pensacola* from the Solomons area after the Battle of Tassafaronga, and escorted her to the vicinity of Samoa. Toward the end of February, *Mississippi* returned to Pearl Harbor as escort for the badly damaged cruiser *Minneapolis,* and she herself, underwent much needed repairs.

The desperate shortage of major combat ships allowed *Mississippi* only a short stay in Hawaii before she was ordered to North Pacific waters, arriving at Kuluk Bay, Adak, in May of 1943. *Mississippi,* along with other of our naval units, was to conduct screening operations against known superior Japanese forces to protect our bases and communication lanes so that material could be concentrated and personnel staged to retake these islands. The tour of duty in the Aleutians was at first dull and uneventful, with her greatest battles waged against the elements and the dreary monotony of North Pacific duty. This area, with its windy blasts that sometimes reach velocities well above 100 knots and which roll up unbelievably gigantic seas of 50 to 70 feet from trough to crest, was the global war's most rugged theater from the climatic standpoint.

The monotony was allayed when, on 22 July, with our forces poised for the assault, *Mississippi* blasted away at Kiska with her big guns, in a bombardment preliminary to the landing. After months of continuous operations in this area, she returned to San Francisco for necessary dry-docking and repairs.

On 10 Oct 1943, she shoved off to begin the Gilbert Islands operation. The neutralization of enemy defenses on heavily fortified Makin Island was her objective, and it was here on 20 November, while lobbing shells into the main Japanese fortifications, that irony entered the history of Old *Mississippi.* Her number two turret was

MIGHTY MISSY, minus her old cage masts and with altered hull, shows off new look passing in Fleet review.

WORLD WAR II again saw *Mississippi's* big guns blast enemy as she joined other fighting ships in Pacific.

again the scene of an accident almost identical in every respect to the tragedy of 1924. A flareback occurred from one of the guns, killing 41 of the ship's complement. As in the practice exercise 19 years before, *Mississippi* did not miss a salvo with her remaining guns and continued to cover her objectives without interruption throughout the rest of the bombardment.

The refitting of the gutted turret again took the ship to Pearl Harbor but late in January 1944 *Mississippi* was under way once more, this time for the Marshall Islands operation. The island of Kwajalein was the main objective, and *Mississippi* was assigned the western end as her fire support sector.

Before the main assault on D-Day, her principal missions were to destroy an eight-foot concrete seawall which ran along the landing beach—an obstruction which, if left intact, would have made the landing very costly, if not impossible—and to knock out coastal defenses and dual purpose guns in order to prevent fire on the transports which were unloading troops for the assault on Engebi Island.

Another of her tasks was to give close fire cover and protection to a small boat crew—the forerunner of the Underwater Demolition Teams—as they made their high- and low-tide surveys to find boat lanes through the reefs and Japanese defenses. The seawall was demolished, and neither our transports nor our close-in reconnaissance teams received excessive hostile fire as they carried out their vital work.

After Kwajalein had been secured, the Commanding General inspected the remains. This is what he had to say:

"We have just come back from an inspection of the western end of Kwajalein Island and particularly that portion which was *Mississippi's* target. The destruction is really beyond description. Shell and bomb craters are everywhere, with trees uprooted or cut down and all vegetation destroyed.

"*Mississippi's* beach was defended by a concrete seawall at the corner, and further down toward the eastern end was a heavy log revetment with the logs inclined at about 30 degrees from the horizontal to act as tank traps.

"Behind these barriers there were any number of machinegun nests protected by concrete walls around them. There was a large and very strongly built command post of reinforced concrete in this area and also numerous 3-inch guns scattered at various places.

"Everything in this area was literally blasted out of the ground and, after looking at it, you did not see how anyone could have stayed there and not be killed. We

HAND LAUNDRY — BBmen of old Navy faced problem of keeping whites clean with scrub session on deck.

can readily understand now how the Army was able to land on this beach without opposition.

"Thousands of soldiers are on the island with tanks, artillery and all sorts of motor equipment. They all seem to be in good spirits and are happy over the fact that the Navy was able to clear the way for them."

There was not much rest in those days for the few fully operational heavy combat ships of our Fleet. Seriously in need of regunning, *Mississippi* was ordered back to the States. Three months later, completely regunned and fitted with some of the newer developments in combat equipment she shoved off for Purvis Bay in the Solomons.

During the following months, *Mississippi's* assignments closely reflected the course of progress in the Pacific. She provided fire support for the Marines at Bloody Nose Ridge in Peleliu, almost literally grinding to powder the coral hills which provided so many caves and strongholds for the defenders. Then, a few days later, in company with a powerful invasion force, she sortied for Leyte Gulf, first step to the Philippines.

AS FLAGSHIP OF THE BATTLE LINE, *Mississippi* served during the action of Surigao Strait in the Battle for Leyte Gulf. In this largest surface action of World War II, the Japanese southern force of battleships, cruisers and destroyers was annihilated. As a result of all three actions in the Battle for Leyte Gulf, the enemy fleets were rendered ineffective for the remainder of the war and our initial foothold in the Philippines was saved.

For the next 23 days *Mississippi* continued to cover the Leyte landings. The day following the night battle, Kamikaze attacks first began to take a heavy toll among our ships. Air attacks became almost continuous, for in the 36 consecutive days that *Mississippi* and other ships of the task force prepared for, supported, and covered the United States return to the Philippines, general quarters for air defense was sounded 62 times with 38 actual air attacks developing. Once, one of our destroyers, mortally wounded by a suicide crash, jettisoned its torpedoes in a final desperate measure to remain afloat. The wakes of several of them came straight for *Mississippi,* and as all hands tensely awaited the explosion, the commanding officer threw the ship into a hard port turn and let them slide harmlessly by.

After 36 continuous combat days and weathering 38 air attacks, three direct Kamikaze crash-attacks, a salvo of stray torpedoes, unswept mines, and one major sea engagement and coming out unscratched, *Mississippi* was relieved and sent back to Manus for repairs.

On 2 Jan 1945, *Mississippi,* as part of the Lingayen Attack Force, sortied south from Leyte Gulf through Surigao Strait and began penetration of the hitherto enemy-held waters on the way to Luzon. As the task group proceeded through the narrow channels of these restricted waters, the enemy mounted continuous air attacks from their many fields throughout the Philippines. Kamikazes were plentiful. At times not even the combined antiaircraft fire of the whole group was able to account for all the planes that broke through the Combat Air Patrols. At sundown on 4 January, the escort carrier *Ommaney Bay* was hit by a Kamikaze and was soon flaming from bow to stern. A few hours after a torpedo from the destroyer *Burns* had administered the coup-de-grace to the doomed carrier, *Miss* received 158 survivors aboard. Before their objective had been reached, many of our heavy units including *Louisville, Manila Bay,* and HMAS *Australia,* were substantially damaged.

A KAMIKAZE ATTACK, a few days later, seriously damaged *Mississippi,* killing 26 and wounding 63 besides causing serious internal damage. It might be of interest to damage controlmen to learn that when, during emergency repairs, it was found that the ship's crane could not lower the cofferdam into position, the first lieutenant improvised by training out Turret IV and using the center gun as an emergency crane. This cofferdam, forced into position by flotation pressure, kept out the ocean long enough to enable the welders and cutters to repair the shrapnel holes. Divers went over the side to plug the numerous holes in the skin of the ship not reached by the cofferdam.

Working long hours in the hot, confined innards of a homemade cofferdam over the ship's side in a cumbersome diver's rig, the ship's own force soon completed temporary repairs that enabled her to continue effective support of the operation for the next 34 days.

Upon arriving in Leyte Gulf she found orders to proceed to Ulithi in the Western Carolines as support for the Iwo Jima assault, then about to begin. With the battle damage she had received almost two months before still only temporarily repaired, *Miss* stood by in Ulithi lagoon as the uncommitted reserve for another operation. She had been in combat with only short periods of rest since the preceding September, a period of almost six months.

When, on 5 May 1945, after repairs at Pearl Harbor, she arrived off Okinawa, *Miss* was greeted by one of the heaviest air attacks of the entire campaign and thus began her 44 days' stay under the wings of the Kamikazes.

Droves of planes made conventional as well as suicide attacks throughout each day, while at night, smaller groups of radar-equipped planes harassed our forces almost continuously. After pinpoint firing all day, *Miss* on numerous occasions, would continue to fire routine illumination and harassing assignments throughout the night. Sometimes for a period of days on end there was hardly an hour when some of her guns were not firing. During this whole period, air raids were frequent, reaching 34 in one night.

AS THE 44-DAY PERIOD at Okinawa, under constant

air attack interspersed with sudden and concentrated fire from enemy shore batteries, drew to a close, it seemed as if *Mississippi* might get away unharmed. But one twilight after she had finished a routine shoot and lay off the western shores of Southern Okinawa awaiting her night assignment, two enemy planes roared in low over the water.

The two bombs under the Kamikaze's wings exploded against the ship's hull, the plane disintegrated against Turret No. IV, spraying flowing gasoline over the quarterdeck. Serious structural damage had been done. Several blisters were flooded, the ship's skin punctured, one aircraft was put out of commission and it was feared that Turret No. IV would not be able to fire.

However, the ship's company made emergency repairs which enabled the *Miss* to fire a harassing assignment that same night and to continue to render fire support with all her turrets until she left the operation.

By the time *Mississippi* was ordered to Leyte for repairs, her main engines had not been secured for 53 days, she had been in the operation for more than 60 consecutive days, and Turret No. II, by shooting more than 1,000,000 pounds of ammunition, had set a record for the greatest amount ever fired by a single turret in one engagement. She had burned 1,876,182 gallons of fuel oil during those 60 days. *Mississippi* was a tired old lady and she had reason to be.

She remained in the Far East until the Japanese surrender, and then was ordered to her new home port at Norfolk, Va., where she again underwent extensive alterations. Three of her 14-inch gun turrets were removed and the latest gunnery, fire control and radar equipment installed. She began operating with the Operational Development Force in the Atlantic in 1947 and, until the time of her retirement, was employed to test, develop and evaluate new weapons and equipment.

DURING HER 39 YEARS of continuous active duty, *Mississippi* was representative of the greatest eras of U. S. naval history. In peacetime, she was outstanding among the ships of the Fleet in maintaining the highest standards of gunnery, engineering efficiency, smartness, discipline and morale. These factors paid off during World War II when she participated in eight major campaigns, steamed nearly 170,000 miles, fired some 10,000,000 rounds of ammunition, and destroyed innumerable enemy fortifications. She withstood repeated direct hits by enemy pilots. She was confronted with almost every test a ship could meet: typhoons, surface engagements, prolonged bombardments, underwater attacks, duels with land artillery, endless air attacks and long periods of grueling patrol duty. These tests were imposed under every conceivable condition—in the Atlantic, the Pacific, in the Arctic and in the tropics.

Test Ship for Tomorrow's Navy

The USS *Mississippi* is probably best known today for her efforts in testing and evaluating the guided missile *Terrier*. Actually, the ex-BB-41 was the backbone for the test and evaluation of just about every item of armament and equipment which has been introduced in the Navy's surface ships during the past ten years.

Tests have been run on items ranging from flashlights and fans to automatic 5"/54 guns and guided missiles. Among the numerous but little-known operations performed by *Ole Miss* were tests of: various types of radar, navigation, and communication equipment; torpedoes, fire control systems, anti-corrosive paints; and habitability features now present in many ships.

The text of the Navy Unit Commendation awarded *Mississippi* by Secretary of the Navy provides a resume of her World War II service:

"For outstanding heroism in action against enemy Japanese forces in the Pacific War Area, from October 12, 1944, to June 19, 1945. As Flagship of our battle line during the historic night battle of Surigao Strait, USS Mississippi *led our forces in annihilating the heavy Japanese surface units. For thirty-six continuous combat days, she continued bombardment missions to cover the Leyte landings and, in the face of vicious Kamikaze attack with almost no air support, led our embattled Naval forces as they guarded our foothold in the Philippines. In making the daring initial penetration of Lingayen Gulf on January 6, 1945, she fought off suicide planes in their supreme attempt to cripple our heavy ships and, for the next forty days, effectively bombarded shore installations, supported our amphibious forces on the landing beaches and provided a covering force until Luzon was finally secured. Undeterred by the continuing Kamikaze batteries, she again provided effective fire support to our troops on the Okinawa beaches. Climaxing her career by the brilliant three-day bombardment of the most strongly fortified position encountered in the Pacific War, she completely destroyed Shuri Castle and enabled our Marines to capture this stronghold almost without opposition. A sturdy veteran, handled superbly by skilled officers and men,* Mississippi *fulfilled all her missions despite the most intense opposition, attaining an outstanding combat record which reflects the highest credit upon herself and the United States Naval Service."*

HOMEWARD BOUND — At end of World War II *USS Mississippi* (BB 41) was a veteran of eight Pacific campaigns.

TAFFRAIL TALK

OLD TIMERS who have recently come on board the Brooklyn Naval Base have frequently done a double take when they spotted the pennant flying above the commandant's residence. It's a conglomeration of red question marks, exclamation points and stars. Old timers who are *really* in the know recognize it at once as the personal what-the-hell pennant of RADM M. E. Miles, present commandant of the Third Naval District. Seems as though such a pennant, or a variation thereof, was originally hoisted during maneuvers at sea when something had gone wrong and the SOP wanted to know "what the hell" was going on. The Admiral still wants to know.

• • •

No matter what the season, it's always a bright day when two members of the same family can serve in the same ship. Such an occasion arose not long ago when Richard D. Bright, SN (SS), USN reported on board USS *Wrangell* (AE 12) to be greeted by his new CO, CAPT Cooper B. Bright, USN, who also happened to be his father. Both had traveled quite a distance, career-wise, before their paths crossed in *Wrangell*. Captain Bright is a qualified free balloon pilot; his son, a former submariner.

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Our Editor-of-Irrelevant-and-Unconfirmed-Statistics has accumulated a whole fistful of figures with which to addle us this month. While lurking with pencil and clipboard in the Naval Station swimming pool check room at Guantanamo Bay during a recent midshipman cruise he discovered:

Of the 2500 swimmers who used the pool, seven deposited $200 or more; 40 trusted him with $100 or more each; while 11 had no money at all. Smallest sum was 40 cents. In addition to these financial transactions, they loaded the check room down with 631 cameras, 1236 cigarette lighters and 1702 wrist watches. Does this mean our future officers are more time-conscious than light-conscious?

In a fine, final effort, our fact collector asks us to note the 28,000th landing made aboard USS *Wasp* (CVA 18). It was made by a pigeon while *Wasp* was operating off the southwest coast of Taiwan. The unscheduled recovery occurred without warning during routine flight operations. Using a somewhat unorthodox carrier approach, the unidentified aircraft settled on a VF-152 just as the latter was being catapulted. The result was a bundle of loose feathers and indignation as the visitor was swept from one jet blast to the next. The unhappy creature finally succeeded in perching on the island structure where he was rescued and mollified by the flight deck crew.

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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• **AT RIGHT: NAVY MUSIC MEN of Unit Band 193 sound off on the flight deck of USS *Lake Champlain* (CVA 39). Like the many other unit bands stationed throughout the Fleet they furnish best in music from ceremonial to pops.**

3C
NAVY

NAVY
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mobile
offensive
power
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